Wellenten, Mongation. WIII P

(ESTABLISHED 1881.)

SINGLE COPY, 10 CENTS. 处四月大英浴香 五拜禮 FRIDAY, JUNE 4, 1909. Zhipping—Steamers NEW SERIES No. 6094 Mails. Banks. CANTON, MACAO Banks. ORIENTAL PENINSULAR AND JOKOHAMA SPROIR BANK; LIONGKONG AND SHANGHA BANKING CORPORATION. STEAM NAVIGATION COMPANY. \$15,000,000 VER STEAMERS. RESERVE FUNDS'-Head Office: YOKOHAMA. Sterling -61;500,000 at 1/-=\$15,000,000-REMARKS. Branches and Agencies, TO SAIL OF CHRFOO. RESERVE LIABILITY OF PROP'TORS, \$15,000,000 TOKIO. JOINT SERVICE OF TIENTSIN KOBE. HONGKONG, CANTON AND MACAO STRAMBOAT CO., LTD., AND - ? Freight and PEKIN. OSAKA. COURT OF DIRECTORS: Capi. W. Hayward, R.N.R. .NEWOHWANG. NAGASAKI. THE CHINA NAVIGATION COMPANY, LTD. Hon, Mr. W. J. Gresson-Ohnerman. DALNY LONDON, 7 See Special PORT ARTHUR H. E. Tomkins, Esq.-Deputy Chairman, LONDON, &c., via usual Ports [DELHI Gordon, R.N.R.] 12th .June J. Advertisement. LYONS. ANTUNG. . W. Bandow, Esq. | R. Shellim, Esq. NEW YORK. LIOYANG. SAN FRANCISO HONGKONG-CANTON LINE. R. Shewan, Req. H. G. Burrett, Esq. MUKDEN. S.S. "HONAM" 2,363 Tons, "FATSHAN"-2,260 Tons, "KINSHAN" 1,995 Tons. LONDON and ANTWERP VIA. H. A. Siebs, Esq. HONOLULU. G. S. Gubbsy, Esq. r6th June Freight only. TIE-LING. SINGAPORE, PENANG, (POONA H. A. W. Sinde, Esq. BOMBAY. COLOMBO, PORT SAID Capt A. F. Vine, R. N.R. "HEUNGSHAN ". 1,998. Tons. W. Helms, Hsq. OHANG OHUN. SHANGHAI. Departures from Hongkone to CANTON daily at B A.M. (Sunday excepted), and 10 P.M. C. R. Lensmann, Esq. HANKOW. and MARSEILLES OHIEF MAMAGER: (Freight and Departures from Canton to Homokono daily at 8 a.M. and 5.15 P.M. (Sunday excepted). Saturday excepted). HONGKONG:-INTEREST ALLOWED, Hongkong-J. R. M. SMITH. SHANGHAI, MOJI, . KOBE | MALTA 17th June ? Passage. On Current Account at the rate of a per cant. & YOKOHAMA | Oapt. G. M. Montford, R.M.R. These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River per Annum on the Daily Balance. 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SMITH, Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M. by the HONGKONG AND SHANGHAL Ohlef Manager. LANE, CRAWFORD & CO. BANKING CORPORATION. Rules may be Hongkong, 18th May, 1909. obtained on application. CANTON-MACAO LINE. INTEREST on deposits is allowed at 12 PER THE CHARTERED BANK OF INDIA, S.S. "HOI SANG," 457 Tons. OENT. per annum. Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Depositors may transfer at their option AUSTRALIA AND CHINA. SOLE AGENTS Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M. balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED NCORPORATED BY ROYAL CHARGER, 1858. DEPOSIT at 4 PER CENT. per annum. HEAD OFFICE:-LONDON, JOINT SERVICE OF For the HONGKONG AND SHANGHAI HONGKONG, CANTON AND MACAO STRAMBOAT CO., LTD., BANKING CORPORATION: THE CHINA NAVIGATION COMPANY, LTD., IND THE INDO-CHINA STRAM NAVIGATION AND FIRE J. R. M. SMITH, ... 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Hamburg On SUNDAY, the 6th June. Calcutta Berlin Tientsin INTERNATIONAL BANKING Singapore Paking Koba S.S. "SUI-AN" Yukohama. Tringtau OORPORATION will depart from the COMPANY'S WING LOK STREET, WHARF at 9 A.M. UAPITAL PAID UPGOLD \$3,250,000 FOUNDED BY THE FOLLOWING BANKS AND Departure from Macao 5 P.M. ABOUT MEX \$7,223,222 SCRIP-. BANKERS: Fares: Excursion Rates as usual. RESERVE FUNDGOLD \$1,250,000; Koenigliche Sechandlung (Preussis-) N.B.—The Company also runs a steamer from Mecao on Sunday morning at 7.30 a.M. and -ABOUT MEX \$7,222,232 che Staatsbank) from-Hongkong at 1 P.w. from the Company's Wing Lok Street Wharf. Direction der Disconto-Gesellschaft TION. HEAD OFFICE: Doutsche Bank 60 WALL STREET, NEW YORK, Boilip. S. Blelchroeder Further particulars may be obtained at the Office of the-Berliner Handels-Gesellschaft HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., Bank four Handel und Industrie ·LCHDON OFFICE: THREADNERDLE HOUSE, E.O. Robert Warschaner & Co. 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DIRECTION DER DISCONTO GESELLECHATT. Brandies, A. F. DAVIES Vermouths, For 12 months, 4% per cent, per annum. Whiskies, INTEREST ellowed on Current Account. Managar. Liqueure, . DEPOSITS received on terms which may be Hongkong, 5th February, 1909 Bitters, learned on application. . Every description of Ales, Beers and Stouts. Banking and Exchange business transacted. No. 9, Queen's Road Central, A. KOEHN, Hongkong. W. M. ANDBRSON, Manager, CALDBECK, MACGREGOR & CO., Telephone Hongkong, 4th December, 1907. LUXURY, COMFORT, QUIET, No. 75. Hongkong, 8th April, 1908, WINE AND SPIRIT MERCHANTS. NEDE LANDSUMB HANDEL Untimation. 15, Queen's Road Central. MAATSOHAPPIJ. AND EXCELLENT (Netherlands Trading Society.) THE SAVOY. Hongkook, 3rd June, 1909. ESTABLISHED 1824. CUISINE Potels. PAID-UP CAPITAL .Fl. 45,000,000 (£3,750,000) HIGH CLASS AMERICAN RESERVE FOND F1, 5,752,884.84 (about £479,407) PLEASANTON, STORE STAY AT THE Head Office-AMSTERDAM. Head Agency-BATAVIA. No. 17, Water Street, Yokohama. Regal ShoesSto.oo per pair Monarch Shirts ... \$ 1.25 each Cluett Evening FIRST CLASS PRIVATE HOTEL-Newly Opened and Furnished Suites or Single

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ENTRALLY situated, up-to-date Hotel. Recently renovated, and under entires New Management, Large and Comfortable Rooms, Excellent Cuisine under

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Hongkong, 16th February, 1909.

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| KUDAT and SANDAKAN | ["BORNEO" | WEDNESDAY, oth June, Noon. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | Capt. C. D. wers- | WEDNESDAY, 16th June, Noon, |
| SHANGHAI, NAGASAKI, KOBE | YORCK " | About THURSDAY, |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | # 44 93 191 | FRIDAY, 18th June, 19 A.M. |
| YOKOHAMA and KOBE | {"PRINZ SIGISMUND"} Capt. D. Lent} | SATURDAY, 26th June. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th June, 1909.

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|--------|-----------|----------|------------|------------|------------|----------------|----|
| SHANGH | IAI, KOB | Е, ТОКОН | AMA TOURAN | NELance | olini7th J | une, P.M. | |
| MARSEI | LLES, VIA | PORTS | POLYNE | SIENBroc. | | une, at L.P.M | • |
| SHANGH | IAI, KOB | e, Yokoh | AMAARMANI | BEHIC Guio | noet21st | June, P.M | ., |
| MARSEL | LLES, VI | PORTS | SYDNEY | Rebu | ilat220d | l June, at I P | H. |

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople, and Black Sea. Through Tickets to London via Paris from £27. to up to £71. to: - 20 hours' rallway from Marsellles to London.

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The speedless, most luxurlously appointed and punctual steamers on the line-Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mall are atted throughout with Blectric Light. and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its borth in Canton opposite. For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton.

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Hongkong, oth October, 1908.

RIGHTI



N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Speciacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight,"-free. SHANGHAI, LONDON,

e, John Street, Bedford Row, W.C. Bergkout, 4th Mooth 1906

GALQUETA 59, Bentluck Street

566, Nauking Rose

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Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 it. Water on blocks, 27.5 tt. Time to pump out, 4 hours.

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Length inside, 875 ft. Width'of entrance, top 60.5 ft. bottom 45.8 ft. Water on blooks, 28.5 ft. Time to pump out, 2 hours.

THESE DOOKS are conveniently situated in Yokohama barbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing, quickly and cheaply with wor and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting \$5, tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranted.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

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Liebers, Scotts, A. I, and Watkins.

Yokohama, May 23rd, 1905.

TIME TABLE.

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LIMITED.

WEEK DAVS

7.30 s.m. to 10.00 n.m. ... Every 10 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.3d a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 10 minutes

3.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

. 5.02 p.m. to: 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

45 p.m; and 9 p.m., 9.45 p.m. to 11.15 p.;

every half hour.

8.00 alm. to 9.00 a.m. ... Every 15 minutes

9.00 a.m. to 9.30 a.m. ... Rvery 30 minutes

9:30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11,45 a.m. to 12,00 hooni.. Every 15 minutes.

11.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6,00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every to minute"

NIGHT CARS as on Week Days.

BATURDAYS.

Hxtra cars at 3.15 p.m., 11.30 p.m. and

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Company's Office, ALEXANDRA BUILDINGS,

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Umpkner, 1st April, 1909.

SPECIAL CARS by Arrangement at the

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AN APPEAL.

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

Gentlemen's Shints made to order, and Outs

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Materials can be supplied, if required,

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CONVENT, CAIME ROAD, begs most

UNDERCLOTHINGS.

LADIES' and CHILDREN'S

Port orders carefully executed.

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The well-known and famous brandy

"Bisquit Dubouche

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FRENCH STORE

Sole Agent, Houskong, 30th April, 1909.

PROFESSIONAL TATTOUER

THE EXPERT REMOVER OF TATTOO MARKS, No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having ,500 testimonials from all sources. My 34 -years' experience in tattooing is a

guarantee of good work and prompt execution. My colours are absolutely tast and perfectly. harmless, and produce a charming effect not attained by any other, as their composition is only known to be . In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials copying of Portraits with distinct

minuteness a speciality, Hangkong, 1st September, 1908.

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LI KWONG LOONG & LACE SCARFS, MOTOR VEILS CABINET-MAKERS AND ART DECORATORS.

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WHERE HIGH CLASS FURNITURE of every description can be made to

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Mesers. A. S. Watson & Co., Ltd., write as "We have pleasure in stating that Mr. Li

KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction-(Sd.) A. S. WATSON & Co.

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: AN INSPECTION INVITED. Hangleong, 6th Angust, 1908.

GUNE

TIRECT from the manufacturers at lowest prices, 12 bort Double Breechloaders from 30/s each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minories, Lon-(47 'don, E.O. England.

UNKEST IN INDO-CHINA.

CONCILIATORY POLICY OF HOME COVERNM INT.

STRONG MEASURES REQUIRED.

M. Klobukowski, the Governor-General o Indo-China, has entered upon a remarkable political course which has aroused serious mis givings among the colonists. Sedition an fank Nationalism were most pronounced las year in Tonkin and Annam, and manifested themselves in plotting and rebellion. The strong arm of the Government crushed the risings after much bloodshed, and many plotters suffered death or had heavy sentences passed upon them. After the Government had thus shown its strength, the Governor-General determined on a policy of conciliation and of let ting bygones be bygones. Reforms were introduced, and trials of insurgents and plotters were stopped. The idea seems to be to pass a sponge over the past, and to gain over the natives by just government. In short some kind of amnesty has been declared.

. GRAVEN FEAR OF HUMANITARIANS. This glossing over of unpleasant political events seems to be prompted by the home Government which, above all things, wishes to avoid parliamentary bother by showing how smoothly things are going in the Colony. The strength of the desire for political quiet in Indo-China is best shown by the mismanagement of the brigand campaign in Tonkin. The Colonial authorities only launched a field force against the outlaws when the crimes of the latter passed beyond endurance. The froops entered the brigand country in force, and pushed the outlaws hard for three weeks, engagement following engagement, in quick succession. Then came a pause. The home Government grew alarmed lest the opposition and the humanitarians in Parliament should, make capital out of the bloodshed, and call it to account for allowing Tonkin to be in a disturbed condition. Word was sent to the Colonial authorities so to conduct the operations that there should be few killed and wounded; especially among the French' section of the field force. Too heavy a batcher's bill would give rise to unpleasant questions in the Parliament. A cynic in a Tonkin newspaper calls this war-

RESULTS OF NEW DEPARTURE.

fare ip kid gloves.

The Colonial Government listened and set native levies at work against the outlaws, since the end of February. These levies have no heart in the business and let down the brigands gently. Their orders are to surround the enemy, to starve them out, and compel them to surrender. These tactics have resulted in the surrender only of those outlaws who had joined the brigands out of fear. But the veteran outlaws who have too many crimes to anweer for keep the field. The outlaws see the nets spread before them, keep continually, on the move, and only fight when driven to bay. The home-Government has no idea that the outlaws and De Tham, their leader, are enemies whom no promises can bind nor threats terrily. They are armed with up-to-date rifles and fight in regular order behind entrenchments, from which only artillery fire can drive them out, Humane methods are utterly thrown away upon them The military commanders dare not shoot brigand sympathisers and burn their houses, from fear of stirring up the humanitarian party in France. The brigands shoot and burn at pleasure. As matters now stand the natives dread and serve the outlaws while they laugh at the officials,-Straits Times.

BRITISH .v. GERMAN GUNS.

ARMAMENT OF THE RIVAL "DREADNOUGHTS.

From time to time come reports of enormously improved heavy guns for German warships, guns which are said to hopelessly putrange the finest British models. I am able, says the Berlin correspondent of The Navy, in the current issue of that journal, to correct some false impressions which exist in England with regard to German naval ordnance.

Imprimis, neither Krupp nor the Imperia Marine Office have as yet seriously taken up the 13.5-inch catibre idea, and while the arrenal at Essen has already turned out some experimental 12-inch weapons for prospective mount ing on German warships, there is authentic data to prove these somewhat inferior to the latest British model of corresponding calibre. -Forthe Names and her immediate successor

at least; it is quite certain that 'al-inch gun will constitute the main battery. The It-inch' (28 centimetre) Krupp gun is a very fine weapon, particularly the 50-calibre type destined to arm the German Dreadnoughts.

Its weight is rather more than 49 tons; its armour-piercing projectile weighs 760 lb. With an initial velocity of 2,300 foot-seconds, the armour piercing shell will penetrate 221 in; o the toughest armour (Krupp cemented) at 3,000 yardb 19 in. at 5,000 yards, and 81 in. at 10,000 yards. . Two rounds can be got off with case every minute with the latest loading and turret arrangements. It is thus plain that the potentiality of this splendid weapon is not to be despised. It is the latest word in German naval artillery, all exaggerated rumours to the

. Turning to the contemporary weapon with which the British Dreadeoughts, are armed, however, we find it to be superior in every respect-save that of fire rapidity-to the latest 144 Krupp model. The weight is considerably over to tons, while the projectile weighs 850 lb., or 93 lb. more than the German. So far as I am aware, no exact figures regarding the muzzle valocity have yet been published, but it is wall over 3,000 foot seconds, and the armour plercing projectile will penetrate 24} in, of Krupp cemented armour at 3,000 yards. A comparison of these figures with those given above for German will show that in most of the features which go to make the perfect naval heavy gon the British type is pre-eminent .- Pall Mall Gamille

WEATHER FURBUAST AND STURM-WARNINGS ISSUED PROM THE HONGKON'S OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water, Police Station at Tsim Sha Tsui for the information of masters, of vessels leaving the port. They do not necessarily imply that bad weather is expected

Indicates a Typhoon A COME point upwards to the North of the

indicates a Typhoon to the North-Rast A COME point upwards and ukUM of the Colony.

Colony.

A DRUM

indicates a Typhoon to the East of the Colony.

A CONE point down-DRUM below

indicatesa Typhoon to the South-East

indicatesa Typhoon

to the South of the

A CONE point downwards

A COME

point down!

BALL below

wards and

indicatesa Typhopu to the South-West of the Colony.

Colony.

A BALL

indicatesa Typhoon to the West of the

A CONE and BALL

to the Morth-Wes of the Golony.

Indicates a Typhoon

Red Signals Indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony,

The above signals will, as beretolore, be. hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour. Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

"URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour. Office :--

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be holsted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

Indicates that a typhoon is believed to be situated more than 300 miles from the Colony. II. Three Lights Vei al, Green Red Green,

I. Three Lights Vertical, Green Green,

ndicates-that-s-typhoon-is believed to be situated less than 300 miles from the Colony. III. Three Lights e tical, Red Green Red, Indicates that the wind may be expected to

increase to full typhoon force at any moment, No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first

published by night. These Night Signals will be substituted the

the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS For the benefit of Native Craft and passing

Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hole ed in the Harbour. Gap Rock. Aberdeen,

Waglan, Stanley. Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Stores Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the lighter

F. G. 7100,

San Ki Wan,

Sha Tau Kol.

Sal Kung.

Tal Po.

184 Jaly, 1907.

Intimation.

Lowells

Furnishing Department

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Both ordinary and CORNER BHAPES

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ALEXANDRA BUILDINGS.

Alcorkong, 4th June, 1900

Hutimation

PENDERS FOR REVENUE FARMS.

ENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out REVENUE FARMS IN THE STATE

OF NORTH BORNEO. I. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as proan the Proclamations concerned as named in Schedule A appended) in any perby public or private sale as may b

-ubject to the above rescuvation it is hereby natified that tendors will be received at the Office of the Secretary to the Governor, Sandaup to 12 o'clock noon, on the 1st day of Cctober, 1903, for the purchase of the exclusprivileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or 1 himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the tat October next, submit to the said Secretary at Saudakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the

All tenders so made will (except at the exstrictly confidential. On receiving any such tender, Government

reserves to itself the right of deciding whether it shall be considered or not. If Government decides not to consider the tender, it will be returned to the tenderer

under sealed cover. All tenders accepted for consideration by Gove. nment will be, in the first instance, retained by Government for further consideration with the tenders handed in on ist October, 1900, which will be opened at noon on that date, after which the successful tenderer will

3. The Farms, above referred to, are .-BRITISH NORTH BORNEO.-Opium, Spirit, Gambling and Pawn-broking, as fol-

(a) in one concession for the whole State. (b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the

rivers within the limits given respectively :-(.) SANDAKAN DISTRICT-the Territory qualed on the one side by the true right. watershed of the Kinabatangan River and on the other by the time left watershed of the

(ii) KUDAT DISTRICT-the Te retory bounded on the one side by the time lest watershed of the Patan River and on the other by the true right watershed of the Findasan River.

(iii) WEST COAST DISTRICT-the Territory bounded on the one sale by the true right watershed-of the Pindasan River and on the other by the porthern boundary of Province

(iv) EAST COAST DISTRICT the Territory b unded on the one side by the true-right. watershed of the Kinabatangan River and onthe other by the Dutca B mindary on the South at Broershoek point.

(v) PROVINCE CLARKE -being the Territory between Batu-Batu and the Lawas northern The attention of those desirous of tender-

ing is drawn to the following terms :--(a) The tenderer must state in his tender the annual sum effered for the Farm rent for the three years 1910, 1911 and '912'; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangement; it may deem advisable as regards the letting of

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any pariner that the tenderer wishes to propose." (d) The successful tenderer will be called

upon to enter into a contract under the provisions of the Proclamations named in Schedule A,appended.

(a) Copies of the Forms of Contracts for the Varms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs: Guthrie & Co., at Singapore, or of Mesers. Gibb, Livingsten & Co, at Hongkong.

1) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months! Farm tent by means of a deposit of money to the amount of one months Farm rent, and of title deeds to the amount of two

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910. 1911 and . 912 are those specified below :-

Per tahil\$ 2.40 chi co 30 s hun packet oo.15

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government.

and named above (a). The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits. (1) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Oplum or Chandn prepared by them, and any vessel containing Spirits for sale.

(f) As soon as the new Farmers have been appointed by the Governor, they will be re- possibilities of the situation; if only he would quired to submit in writing to the Secretary to the Governor at Sandakan a Schodule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. there are considered satisfactory, the new Parmers will be required to execute a mortgage of the property to the Government as

provided for by law. (A) The Farmer for the West Coast may be required to rent certain Faim buildings at

(/) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz :--SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1004. The Liquors Proclamation No. 17 of 1901. The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and

No. 3 of 1906. The Gambling Proclamation No.

THE BLUE RIBAND OF THE SKY.

THE WRIGHT BROTHERS.

BY ONE WHO HAS MET THEM. Those who know the United States will, agree that there is no finer type of man to be found anywhere than the best American; and the Wrights, who are just now paying their long-promised visit to London, may well by classed among the best that that country produces. You only need to have known them for five minutes to realise this. They impress you at once as reserved, courteout, and

straight. To judge by their looks you would not imagine they were brothers; they appear as different as two men well can be. Orville has the dreamy eye of the poet, and a ready laugh; Wilbur, on the other hand, is stern of countenance, and his features rarely relax int a smile-certainly he has the stronger person-

One enthusiast, among the many here-worshippers who flocked to the Anyours Camp on Pont Long, has even stated that no living British general or admiral can boast such commanding features. Be that as it may, one cannot but be impressed with the great force of character which lies behind the firm set of his rugged features. These men are sons of the people, bred in a land where all men are equal under the law. Although they might be received and treated by the Government as the most feted and lionised celebrities of the century, it seems natural, when you know them, that they should seek to preserve their identity as simple citizens of their country; that they should refuse to turn aside from their experiments and trials in order to enjoy the fruits of notoriety and a popularity that would be greatly prized by man of lesser build. They take their successes with the same moderation as their failures, and with a reserve that adds distinction to both.

A TRIUMPH OF METHOD.

If I were asked to name the outstanding trait in the characters of the Wrights I should not hesitate to say-Method. Watch Wilbur Wright at work. Method governs his every movement, and has infected, or been instilled into, his assistants. If genius he," infinite capacity for taking pains," then Carlyle's dictum makes a genius of the highest order of this man. There is certainly nothing about him or his brother that suggests, that diviner sparks through which the possessor flashes into prominence without effort. Their success has been solely due to their aptitude for patient study, painstaking research, and exhaustive experiment in the problems-they set out to

witnessed some of the-finest of Wilbur Wright's flights at Le Mans, towards the close of last year. He had just arrived at his flyingground after a trip into Le Mans for some necessary accessory. A minor detail, perhaps, but he made certain by going for it and then fitting it himself. He does all that he can himself, and personally supervises the rest. It is he and he alone who adjusts the bogies under his aeroplane, by means of which it is conveyed to or from the starting-rail. He wastes no words! and often works for an haur- without speaking -a peculiarity which has caroed for him the sobriquet of the "Sphinx" amongst the more voluble French folk with whom he has lived for so many months. His speech is slow, and betrays but little of the American intonation. He never speaking French ; with 40 many English-speaking spectators one can afford to dispense with such lingu stic accomplishments. "United States" is good enough for him: Similarly, he works in a leisurely fashion, but does not give any impression of laziness....

THE TWO BROTHERS. There is, and has been from the first, a combination of deliberation land directness, a refinement of caution about the Wrights and their methods that stamp them as men apart. Such men must go forward in any walk of life! but in this rew science of aviation they are just the type to win the highest place. Mere cleverness and determination will not carry one far. What is necessary is a slow and steady mastery of the subject in all its details; and this is the secret of Wilbur and Orville Wright's success. Orville has still to make his debut in Europe as a flyer; but in resource and determination he will be found no more lacking than his brother. Their flying skill is the same, from the first and until Wilbur's departure for Europe last year they have taken the helm alternately in the thousands of gliding and power plane experiments they have undertaken.

There is a simplicity about these pioneers of the air that codeses them to all sportsmen, and has, from the time of their early experiments, won the confidence of all who have known them. There is no play to the gallery about them, no brag, and no snobbishness. The best American cannot be spoiled, and once again we find these men to be good Americans. For this reason Wilbur and his brother will be more popul r in England than in France. The French do not quite understand them, " Surely," you hear them exclaim, "Wilbur can afford himse's a new casquette after all his success ! Does he intend to meet Alfonso in those old | clothes? But the man is mad not to see tha adopt a French master of ceremonies, or even live in an hotel ["-and so on.

"BAD TO FLY OM."

Instead of which he caps out in his own shed. His work is his life, and nothing is. allowed to stand in the way of it. He has set himself a standard of simple living with which he permits nothing to interfere. The day is warm, and you offer him a glass of wine from the wall-stocked lunchoon-basket which you bring out from Le Mans; but he declines. Very obliged, 'gainst my rules; bad to fly on, he says, with a smile. In the practice of aviation a clear head and firm hand are necesfary. If the man needs to be fit, similarly his machine must be kept in the pink of condition, Therefore, one finds that the preliminary tests and inspections that precede each flight are I carried out with monotonous deliberation and

regularity that one can only liken to the reptition of a chematograph show.

I am willing to believe that in many other walks of life the characters of the Wright might have developed differently. There must be something sobering in flying. In this, perhaps, it may be skin to the pursuit of another sport-mountaincering. There is in both a something, born of the upward struggle with the forces of 'Nature and of the expansion of the mind with the opening up of an ever-widening horizon, which 'accontustor-the-great-and bolittles the meaner things of life. The element of personal danger is to be Jound in both sports; but it may be discounted in each by that "infinite capacity for taking pains."

The parallel holds good in other details. Just as mountain climbing tends to develop the quantity of reserve in a man, and teaches him not to exceed the safe limit of his powers when at work, so the first men to conquer the air appear disinclined to pander to the sansationall im of to-day, either in their statements or their performances.

STEPHEN A. MARPLES, M. Inst. A.E., A. M. I. Marh, E. - Horning Leader.

Auction.

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THE Undersigned have, received instructions to sall by

PUBLIC AUCTION. FOR ACCOUNT OF THE CONCERNED, TO-MORROW.

5th June, 1909, at 2.30 P.M., at their Sales Rooms, No 8, Des Voux Road, corner of Ice House Street,

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Auctigneurs. Hungkong, 29th May, 1909.

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Heingkong, 13th May, 1909. FOR SALE.

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NOTICE TO CONSIGNERS.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hong-

pany, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered efter the 4th of June, will

kong and Kowloon Wharf and Godown Com-

be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of June, at 9.30 A.M. All Claims must reach us before the 8th of

June, 1909, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned. NORDDEUTSCHER LLOYD. MELOHERS & Co.,

General Agents. Hongkong, 29th May, 1000.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT-LUITPOLD." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception. of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence

delivery may be obtained ... No Claims will be admitted after the Good have left the Godowns, and all Goods remaining undelivered after the 9th of June, will be

subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examinedion the 9th of June, at 9.30 A.M. All claims must reach us before the 13th of June, 1909, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. THIS STEAMER BRINGS CARGO.

Ex S.S. Orecolo from Venice. NORDDEUTSCHER LLOYD, MELCHERS & Co.,

General Agents.

Hongkong, and June, 1909. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

having arrived from the above Ports, Consignees Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. the 5th inst. will be

"FOOKSANG."

landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD.

Hongkong, 3rd June. 1009.

General Managers.

NOTICE TO CONSIGNEES,

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are

being landed and placed at their rich in the

Hongkong and Kowleon Wharf and Godown

Company's Godowns at Kowloon, where each consignment will be forted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless.

Instructions are given to the contrary before; Goods not cleared by the 9th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. " Damaged Packages must be left in the Godowns for examination by the Consigners. and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. . No claims will be admitted after the goods

bave los the Godowns. E. A. HEWETT, - Superintendenti. Hongkong, and June 1000

The same

WATSON & CO. LIMITED.

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Watson's HYGIENOL,

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It has now been proved that Plague is conveyed to human beings by means of fle is from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A lea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

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AMITED,

HONGKONG DISPENSARY ...

KOWLOON. DISPENSARY. Hongkong, 17th March, 1909.

NOTICE.

communications intendes for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, I. Ice House Road, and should be accompanied by the Writer's Name and

O ding v husinges confinantest one should be sildressed The Editor will not undertake to be responsible for

any rejected MS, nor to return any Contribution.

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Bingle Copies, Daily, ten cents. Weekly, twentyfive cents (for cash only).

MARRIAGE.

On May 29, 1909, at Shanghai, Mejor ARTHUR A. S. BARNES, Wiltshire Regiment Commandant Shanghai Volunteer Corps, to JEANNIE PRENTICE, widow of W.A. Duncan-Cooper, M.D., and daughter of Mrs. John Prentice.

Uhr Pougkong Welegraph

HONGKONG, FRIDAY, JUNE 4, 1909,

ABOUT CHITS.

We have long yearned, for the day, when chits, that is hotel chits, would be abplished. We have seen reputable men brought to the brink of bankruptcy through the system of paying " on the nod," and we have commiscrated those whose excellent sense has allowed all and sundry to initial their cognomens to slips of paper which were worth exactly the price on which they were written, In various places and chit systems has been discountenanced. Attempts have been made in the Straits Settlements and in Shanghai to stop the practice. In the Straits the system proved a failure and much about the same can be said of Shanghai. Now Japan has entered the field of repressing one of the greatest svils that the Orient knows. More than anything else has the chit been the ruln and damnation of youths from home. Never having been accustomed to pay for their wants except in ready cash, and ment of sugar mills in Formosa. Kapsing Island Light.

names in an authoritative way, the chil idea appeals to them as peculiarly attractive. When BETTER LIGHTING OF APPROACH the chit is signed the bill is paid, until the TO HONGKONG HARBOUR.

soldom baving the opportunity of signing their

end of the month. In Japan, the Oriental

Hotel has issued an advertisement that no more

action of the "Qriental Hotel in" Kobe will

be appreciated best by those who have encoun-

tered the discomfort of attempting to make

ends meet at the end of a strenuous month,

Doubtless, the chit system has its advantages

and, until they get used to it, some persons

may be inconvenienced by the new departure

to be made by the Oriental Hotel in Japan, but

it is doubtful if anyone conversant with the

facts would deny that the evils arising out of

the system seriously counterbalance any merits

it may possess. On the one hand, hotels and

other establishments where the signing of chits

is permitted are frequently put to great trouble

and loss in collecting the amounts due, more

particularly in bad times such as those

through which we are now passing. On

the other hand, it is a traism to say that the

fatal easiness of putting one's name to a chit

presents a great temptation to many persons,

especially those new to the Far East, to spend

more money than they can safely afford. Many

a man of limited means, who has no desire to

live extravagantly, finds when his month's chits

are presented that he has unwittingly crippled

his resources to a very unpleasant extent. To

the chit in fact, not a few cases of financial em-

barrassment-and some tragedies-could read-

ily be traced. All this is old news to most of

our readers, not to say platitudinous, but even

platitudes have their uses, and in the case of

the "chit" system the abuses to which it is

subject can hardly be insisted upon too often.

We understand, says the Kohs Herald; that.

other well-known hotels here have under con-

sideration a step similar to that now announced

course, a great deal will have been done toward

restricting the evils for which the "chit

system is tesponsible. At first, no doubt, the

establishments which act in this way may ex-

if the principal hotels combine to take joint ac-

tion, there should be little permanent loss in

this respect, while a great advantage would be

obtained by the avoidance of bad debts and the

need for the troublesome work of collecting:

After all, a hotel Bar business is essentially

one that should be on a cash basis. It is so,

almost in every case, at home, and there is no

valid reason why the same system should not

to believe that it will not long be allowed to

stand alone in taking a course which is as

much in the true interests of the hotels, as it is

LOCAL AND GENERAL.

THE German mail of the 5th May was deli-

PROFESSOR Takano Iwasaburo, of the College

of Law in the Tokyo Imperial University, has

been appointed to visit Europe and America

on official business." Messrs. Katano Jitsuno-

suke and Yamamoto Miyeno, Instructors in

the Yamaguchi Higher Commercial School.

IT was expected that Sir Francis Piggott (Chief

Justice) would have delivered his decision to-

day in the case in which Captain C. W. Mitchell,

master of the steamer Fook Sang, is suing John

Lemm, the architect, for damages for alleged

misconduct with his wife. His Lordship had

not had sufficient time to consider the various

points submitted, but he intimated this morning

that his judgment would be handed down some

WE have received from the office of the Nip-

pon Yusen Kaisha particulars of special sum-

mer excursions to Japan ports and back, which

will be open to the public from the 1st inst.

to the 31st August. The circular contains a

schedule of the Company's various vessels and

gives a list of special reduced tickets which

facilities in the way of overland travelling are

A HANKOW dispatch of 29th May says :- M.

La Verriere, Chancellor of the French Con-

suiale at Hankow, fell overboard from the C.

M. S. Kuling and was drowned. M. La Verriere

was, born in 1886, and was, therefore in his

twenty-third year. He went direct to Peking as

student interperter from the Oriental School,

Paris. He remained in Peking for two years.

and was sent to Hankow in 1907 as Chancellor,

About two months ago he was appointed Acting

Vice-Consul, a post that he was holding at the

will hold good for the specified period. Special

for the welfare of their customers...

vered in London on the 2nd inst.

have been appointed to visit China.

time next week.

to be provided.

time of his death.

OFFICIAL CORRESPONDENCE.

bar chits will be accepted. As you know, The following correspondence was discussed when the placard appears in a hotel stating, at the meeting, on 17th May, 1999, of the that no chits will be received that is tant-General Committee of the Hongkong Chamamount to saying that anybody who is anyber of Commerce:-Colonial Secretary's Office, body can sign to his heart's content. The

Hongkong, 20th March, 1909. Siri-I am directed to acknowledge the receipt of your letter of the 18th Instant in which you state that, in the opinion of the committee of the Chamber of Commerce the institution of a Light on the southern end of Kapsing Island is urgently required as a leading light across

the Harbour to the Capsuimun. In this connection I am to inform you that the placing of a beacon on the Bunsansiah Rock has been under the consideration of this Government and it is suggested that if a light were placed on such a beacon the purpose of furnishing a leading light for the Capsuimun would be better served than by placing a light in the position your Committee suggest : while at the same time what is a serious danger navigation would be marked.

I am to add that the Government will be glad to learn the opinion of the Committee of the Chamber of Commerce on the above suggestion,-I'am, &c.,

(Sgd.), A. G. M. FLETCHER, for Colonial Secretary. The Secretary.

The Chamber of Commerce.

The following acknowledgment was sent to the Government::-

Chamber of Commerce, Hongkong, 31st March, 1909. Sir, -I have the honour to acknowledge the receipt of your letter of the 79th March, 1909, (No. 8824/1904) in reply to mine of the 18th instant on the subject of the institution of Light on the Southern end of Kapsing Island and asking the Chamber for an expression of opinion as to the suggestion of placing a beacon on the Husansiah Rock.

The above matter is now receiving my Committee's attention -I have &c.,

(Sgd.), E.A.M. WILLIAMS,

by the Oriental, and if, as it is to be hoped will Hon. Mr. F. H. MAY, C.M.C., Colonial Secretary. be the case, they decide to take the same

> The following memorandum prepared b Capt, Lloyd was received:-

. Re Light on Kapsing Island. The proposal of the Government to place light on the Bunsansiah Rock as a guide perience some falling off in their receipts, but, through the Kap Shui Moon, and the opinion that it would furnish more protection to navigation than a light on the lower and of Kapsing Island is not likely to find endorsement amongst those who are practically affected by it While agreeing in the abstract that a ligh on Bunsansiah Rock would be, a good thing and welcomed as pointing out the position of a danger, it nevertheless finds and favour as a bad weather guide through the Pass; and I do not think there is any keen desire for such, certainly not as a substitute for prevail in Japan. The Oriental is, we think, to the one applied for. As a dauger the rock exists, be congratulated on adopting this wise and but I cannot call to mind any accident of public-spirited policy, and there is good reason; late connected with it; the name "Lungansigh " is presumably derived from some "Coun-'try-Wallah," in the old sailing ship days striking it.

It seems difficult to explain the reason for going so far afield for the solution of the pro blem it lies so near at hand.

Accurate and fine drawn bearings are of little account in our navigation, with varying courses, deviations for junks, &c., there is no time for taking or using such, keen eye-sight and good judgment are the essentials of our piloting, and the actual visual fixing of the objective is what is wanted, and not the laying down of a course which cannot be adhered to.

I may point out that the rock is not an obstacle in any special fairway, and a straight course from the buoys to the Pass (marked by the light) leads a long way clear of it.

· It would also seem that financial considera tions would, favour the island light, as finding foundation on a submerged rock is an expensive piece of work.

The common sense view of the matter would seem to be, that the matured opinion of the men who have had many years' experience and practice on the route, and who have discussed the subject and weighted the claims of this or the other alternative should be the deter mining factor in the decision as to the site of

Sgd.), CHAS. V. LLOYD, Master, s.s. Fatshan.

Hongkong, 7th April, 1909. The sketch made by Capti Lloyd was laid o

The following letter was received from Capt. D. Thomas, Master of the s.s. Hrungshan;-S.S. Henngshan, Canton, 16th April, 1909,

Dear Sir,-I beg to acknowledge the receipt vour letter of the 13th instant enclosing a copy of the reply seat by the Government to the Chamber of Commerce with reference to establishing lights on Kapsing "Island and Tong Ku. With regard to the Government proposal to place at light on the Bunsansiah Rock as a guide across the harbour to the Kap Shui Moon, and the opinion that it would furnish more protection than a light on Kapsing Island does not recommend itself to those most affected by it. Whilst agreeing that a light IT is reported from Formosa that the Oriental or beacon on the Bunsansiah Rock would Sugar Company has now almost concluded its, be useful as pointing out the exact position production of sugar this season. The total of a danger, it finds no favour as a guide to output is estimated at 130,000 bags. The the Pass during bad weather, as anyone Formosan mill of the Dai Nippon Sugar Refin. keeping away to pick up such light or beacon ing Company, which has had an overflowing on a dark or foggy day or night would be unsupply of cane, is expected to finish its opera- necessarily running his ship into danger and tions in a few days. Its output also is estimated after picking it up would still be a mile or more at 130,000 bags, Messrs Masuda and Abe, of away from the Pass with a nasty ledge of Yokohama, and the Snruki Shoten, of Kobe, rocks suppling out from Lantao Island almost are reported to be competing in the establish- in his course on which more than one vessel

shore of Kapsing Island and the Eastern fore- peculiarly white. shore of Lantao Island in the neighbour- I have before emphasized the advantage of

keep the light) bailt on the Southern fore-shore of Kapsing Island this difficulty would disappear, as the one, shore would then have a distinctive mark and the erection of the light would then be quite as useful during the day shaped, with a pole and basket on top, rathe as it would be at night. - I remain, &c.,

(Sgd)., R. D., THOMAS, Master, s.s. Heungshan.

E. A. M. WILLIAMS, Esq.,

existing danger.

Hongkong General Chamber of Commerce. I endorse all Capt. Thomas' remarks re light on Kapsing Island. After many years' experience as a pilot to Canton I have no hesitation in saying that the only safe guide through Capsing Mun Pass is a light on Kapsing Island A light on Bunsansiah Rock intended as guide through the Pass would only increase the

(Sgd.), T. H. CHRISTIR.

...The following reply was sent to the Govern

Hongkong Chamber of Commerce, 27th April, 1909.

-Sir.-I have the honour to acknowledge the receipt of your letter of the 29th March, 1909, (No. 8814/1904) in reply to mine of the 18th idem having reference to the institution of light on the Southern end of Kapsing Island.

My Committee having consulted the principal Companies interested with regard to the counter-proposition of the Government that a light on Bunsansiah Rock would better serve the purpose of farnishing a leading light for the Kapstintun, the opinion of the representative shipping Companies, is now set forth in a memoraadum dated oth April, 1909, prepared by Capt. Lloyd, Master of the s.s. Kalshan, which I now beg to enclose.

Capt. Lloyd's opinion is supported by a letter dated 16th April, 1909, from Capt. Thomas, Master of the s.s. Heungshan, the first of the signatories to the letter previously forwarded to the Government by the Chamber.

Capt, Thomas' letter-is endorsed by Mr. T-H. Christie, a pilot of many years' enperience. A copy of this lefter and endorsement is also enclused.

My Committee feel that the opinions expressed, by so representative a selection of experienced navigators are entitled to the fullest consideration and would ask therefore that the Government be good enough to reconsider the

I should be glad if Capt. Lloyd's memo andum may be returned .- I have, &c.

(Sgd.), E.A. M. WILLIAMS, Secretary. Hon, Mr. F. H. May, C.M.G. Colonial Secretary.

Colonial Secretary's Office .grd May, 1909.

Sir,-With reference to your letter of the 27th ultimo I am directed to inquire what description of light the Chamber recommends should be placed on the Southern end of Kapsing Island and in this connection I enclose a copy of a minute by the Harbour Master dated

l the 26th ultimo. ... I return herewith Capt, Lloyd's memorandum -1 am, &c.,

(Sgd.), F. H. May, Colonial Secretary.

The Secretary,

Chamber of Commerce. Hon. Colonial Secretary,-Mr. Lloyd certainly makes a very good point in the fact that courses cannot be relied upon because of the frequent necessity of getting out of the way of junks. But the principal point upon which he lays stress is the similarity of the appearance of Kapsing Island and of Lantao Island and he seems to be more anxious for some distinguishing mark, such as a but, than for a light, which, as I have pointed out, would not be visible in thick ly and economically be made with a few rocks | Cement Works. locally obtained and a bucket of whitewash.

(2) But, if it is decided that a light is to be erected there, it would be well if the Chamber of Commerce were to say what description of ment of troops on board the gunboats Fee Hung light they advocate. The existing light on Mawan Island cost £ 51. 6. 2. including freight and insurance; but not including Public Works Department expenses for installation If such a light were advocated, it would, in addition, involve the expense of salary of light. effect has reached Cauton, and the anthorities keepers and of course, oil, etc. An automatic (unattended) acetylene light, such as is extensively used, in Canada with great success, would be of much greater power and would cost about \$700, but the cost of salaries would be avoided. This price would include. automatic occulting apparatus which wou make the light desinctive and less confly

(Sgd.), BASIL TAYLOR.

Memorandum by Capt. Lloyd on the preceding minute of the Harbour Master.

Re-light on Kapsing Island. The light asked for on Kapsing Island is intended as a local lead and: a powerful light. is not necessary, as long as it is plainly visible | day \$705.12; 7th day \$910.60; 8th day \$659,45; in dark weather some 4 or 5 miles off, say, from | 9th day \$777.07; 10th day \$632.50; 11th day | early age of 40. The unfortunate man delayed the neighbouring point of Chunghus, it would 688,74; 12th day 723.05; 13th day \$538.57; suffice. A white-light would probably best meet requirements on account of its superior | \$701,39; 17th day \$700.07; 18th day \$663.80; penetrating power in thick weather, and if it 19th day \$488,15; 20th day \$619.69; 21st day could be made distinctive it would be better, as \$828.50; 22nd day \$752.72; 23rd day \$684.80; hope and after a few days suffering he passed there are generally many and various lights 24th day \$707.16; 25th day \$691.19; 26th day away as stated. The Nagasaki Press states thereabouts.

On the score of finance, could not some auto- 29th day \$647.04. Buoys (although it should be in some more ! \$20,664.54. has struck during my time on the river. On

the other hand, it is absolutely necessary to reliable form, as the gas blious show at times pick up Kapsing Is and to insure setting a 'unly a pin-point of red light) are equipped with correct course through the Pass. At the be used, dispunsing with the pecessity of conpresent time when there is a thin log or heavy stant attendance. Acet; lend I have seen menrain and one is unable to clearly distinguish though in such connection, and if it could be the contour of the land, the Southern fore- depended on would be suitable, as the light is

hood of the Pass are so much alike that it is prominent structure at that place as a distinalmost impossible to distinguish one from the guishing mark or guide in a fog. As the proverb other, especially so if the course across the says:-"All cats are grey in the dark," so in a harbour has been altered several times to clear | shifting fog all rocks and trees lose their idenjunks when both time and position are some. Itity and are not recognizable, seen for a second or two and then covered up again it is impos-Now with a small white house (in which to sible to locate them with certainty, but'a structure of lines and angles, seen if only for a moment differing altogether from surrounding objects, speaks for itself, and I would suggest, if not a house, some form of beacon, either concorobelisk high up as fogs drift around in bunches and layers, and what may be visible at one level may not be so lower down or higher up. Such structure should be distinctively coloured. Striped black and red are, I think, the best seen colours in a log.

(Sgd.), Chas. V. LLOYD, Master, Fatskan.

Hongkong, May 6th, 1909. The following letter from Capt. Clarke has

been received to-day: -Hongkong, 14th Mny, 1909.

Proposed Light Kapsing Island." Sir,-In reply to your inquiries, the general opinion of our Commanders is that the most suitable situation for the light would be on the Southern end of Kapsing Island at an elevation

of 30 feet above High Water. Light,-Bright, occulting, of Sixth order, visible for five miles on a clear night.

Siructure.-Similar to Ma-wan Island lighthouse. This would be considered a good disfinctive mark in a fog during day time.

Fog-signal.-Bell, worked automatically as in use on the Iron Barrier near Whampon. In fog or thick rain sound would be a safer warning than the off-chance of seeing the structure of the light tower. I recommend this suggestion to the consideration of your Committee,-I am, &c.,

W. E. CLARKE,

E. A.M. WILLIAMS, Esq.

· Secretary, Chamber of Commerce, It was decided to forward to the Government copy of the letter received from Capt W. E. Clarke containing the views of the Commanders of vessels of that Company. The Committee endorsed the views therein expressed.

> CANTON DAY BY DAY. OUTRACE BY ROBBERS.

[From Our Own Correspondent,]

Canton, 3rd June. At about 9 pm, on the 28th ultimo a gang of about two bundred robbers, under the leadership of the robber chief Ng Pai, attacked the village of Wong Ma Chung io Shun Tak district, where they ransacked thirty-four houses in all and carried away a large quantity of booty to the value of about \$20,000. The local militia station was destroyed by the desperadoes two soldiers being killed, while three others fel victims during the engagement between factious parties. In addition to the booty, the brigands kidnapped seventeen persons, whose whereabouts are not known at present. The victims of the outrage have now reported the case to the Canton officials.

A CHEMIST'S SORROW. On the 29th ultimo, another robbery was committed shortly after 8 p.m. in a village called Leung To, in Namhoi, where a chemist's establishment was entered and ransacked by about forty robbers. All the valuable articles they could lay their hands on were taken away and in addition to this, the master of the shop was kidnapped. The method employed by the robbers to enter the premises was to pass off ucder the guise of soldiers,

GAMBLING MONOPOLY RESUMED. The Board of Re-organisation has now aranted Mr. Yik Kai Hong permission to con tinue the gambling monopoly of "Pu Piu" and "Shan Piu" lotteries in the whole of Kwanglung province for a further period of six years at an annual rental of \$2,000,000 plus a royalty of 600,000 taels to the Canton Arsenal, weather. Suchadistinguishing mark could easi- and \$120,000 to the Canton Government

UNREST IN KWANGTUNG. On the 30th ultimo, the Canton Brigadier General Wu proceeded to Wei-chow with a detachand Ho! I'm with the a view to keeping a look. out on the movements of the revolutionists, who are alleged to be making attempts to come over to Kwangtung from Hunan to the number of two or three thousand. Advice to the same have given instructions to all military officials to take precautions against the perpetration of any outrage In reference to yesterday's report that the Viceroy has wired urging Admiral Li Chun to return as quickly as possible from the Paracels Islands, it is now-learnt that the Vicercy's doing so is to obtain Admiral Li Chup's services in case they are urgently required i anticipation of may disturbances that may possibly arise. the Law Reports regarding the matter, and

THE SUNNING RAILWAY. The amount of the daily collection in fares and freight by the Sunning Railway during thethe 3rd moon is as follows :-

1st day \$641.94; and day \$982.54; 3rd day 5629.18; 4th day 5784,98; 5th day \$673.35; 6th 14th day \$701,50; 15th day \$810.31; 16th day disease a considerable time before going to \$656 83; 27th day \$786.11; 28th day \$785.06; that the funeral took place at Urakami come-

matic contrivance such as the Gas Fairway | The total amount realised in that mouth was

GOVERNMENT NOTE ISSUE.

A TENTATIVE PROPOSAL.

At the monthly meeting of the General Committee of the Hongkong Chamber of Commerce, held on the 17th ult., the following letter from Government was considered: Colonial Secretary's Office,

18th April, 1909. Sir,-I am, directed to inform you that H. E. the Governor has at the present time under consideration the question of the introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, and I am to inquire what are the views of your Chamber on the subject.

2. This matter was last under consideration in 1899 when the Government decided to await the result of the experiment in the Straits Settlements, which appears to have been attended by a certain measure of success .- I am, etc.,

> (Sgd.), F. H. MAY, . / Colonial Secretary.

The Chairman, 'Hongkong General Chamber of Commerce

> Hongkong Chamber of Commerce. 21st April, 1909,

Sir,-I.have the honour to acknowledge the receipt of your letter of 15th April, 1909, (No. 8641/1998) stating that His Excellency the Governor has under consideration the question of the introduction into this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements, and to state that this matter is receiving my Committee's attention.-I have &c.

(8gd). E. A. M. WILLIAMS. Secretary.

Hon. Mr. F. H. MAY, C.M.C., Colonial Secretary.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed :--1. The general lines which it is proposed to

2. The arrangements for exchanging dollars

into notes and vice virsa. (a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not, what alternative system have they in view.

3: To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank notes and the data on which such estimate is based.

JUNK MASTER'S WORRIES.

QUESTION OF PRIORITY RAISED,

This morning, in the Court of Summary Jurisdiction, Mr. Justice Competts presiding, further argument was continued in the cate in which a trader named Tso Lup, of 41, Maid Road, Shau-ki-wan, is proceeding against Ho Chaung, the master of the Sang Cheong Yung Ree junk, to recover the sum of \$251.65, balance of an amount alleged to have been deposited with the defendant for a certain purpose. There were two other claims against the junk master. One was by Li Fo, a fisherman, also of Main Road, Shau-ki-wan, who sued for \$100, and the other by Chaung Kam Tai for \$870.60, alleged to have been for salt fish sold and delivered;

When the case was called Mr. John Hastings referred to the case in which a number of judgments had been entered against the owner of

a certain junk. His Honour inquired whether the debt had

been paid off. .Mr. Hastings said it was not so.

Mr. Otto Kong Sing-I believe that was the position. I have no objection to Mr. Hastings. having priority.

Mr. F. P. Hett thought there was no doubt that Mr. Hastings was entitled to priority. Unfortunately his Honour had made an order that he came in pari passu with the others. He thought that if the Court inspected the endorsement on the writ it would-be seen that

His Honour-As a matter of fact there is an endorsement, but it is really not my endorse-

Mr, Hett-I have no objection to Mr. Hastings' claim, but Mr. Kong Sing has duplicated. His action did not preserve the property. 'Under' the circumstances I do not think he should have priority.

Mr. Hastings observed that there was plenty f money to pay off all the costs,

His Honour-What is your claim?

Mr. Kong Sing-\$350.

His Honour-And costs? Mr. Kong Sing-\$400.

Mr. Hett said that there was a likelihood of him not getting his costs if Mr. Kong Sing had priority. His Honour-If Mr. Kong Sing had not

attached the junk, Mr. Hastings might have

been paid off, and the junk would have sailed Mr. Hett objected to Mr. Kong Sing obtaining priority as to his costs. His Honour said he would like to consider

the point. He thought there was something in

THE death occurred at Nagasaki on the aard ultimo of Engine Room Artificer Wade, of H.M.S. Ring Alfred, who succumbed at the to report himself sick; and contracted the the ship's sick bay; consequently, when taken into the Naminohira hospital, he was beyond. tery with full naval honours. The caremony

was witnessed by a large gathering of Japanese

and foreigners.

reserved his decision;

Telegrams.

"HONGKONG TELEGRAPH" SERVICA.

THE SUNNING RAILWAY. OPENING CEREMONY.

By courtesy of the " Sheung Po."]

· Sunning, 3rd June. The inaugural ceremony of the Ningyoung Railway took place to-day.

Among those present were the Viceroy's representative, Taotei Hung Hing Fai, Taotai Chan Mong Tsang (of the Burcau for the Development of Native Industries), and the British Consul-General at Canton.

There were altogether several hundred people present,"

To add to the brilliancy of the ceremony the harbour presented a very gay appearance, with the fleet of eleven steam-launches, some twenty flower boats for the accommodation of the guests, and one gunboat which conveyed the officials from Canton].

RAILWAY IN ANHUI. AN UNRECOGNISED COMPANY.

By courtery of the " Sheung Po."]

Peking, 3rd June.

The Po Lum Co. has undertaken to build railways throughout the Province of Anhui and has engaged engineers to survey the

It is reported that Viceroy. Tuan Fang does not recognise the company.

THE TUNGKUANSHAN CONCESSION.

CONFERENCE WITH SIR JOHN

By courtery of the "Sheung. Po.";

Peking, 3rd Junes

The representatives of Anhui Province had a long conference with Sir John Lister Kaye and in the discussion which ensued gained their points. ...

- Later. The Anhui representatives have presented petition to the Waiwupu in which very forceful terms were employed, ...

The Waiwupu has not yet replied to th memorial.

Both the Waiwupu and Sir John Kaye were rather embarrassed over this new development, and the Waiwupu has decided to apply to Viceroy Tuan Fang and the Governor of Anhui to use their best endeayours to break up the union which has been formed by the people, so that the matter may be settled amicably.

SHIPPING.

HSU SHIH CHANG'S INTEREST. [By. courteny of the "Sheung Po."]

Peking, 3rd June. WH.E. Hsu Shill chang, president of the Ministry of Posts and Communications, takes a keen interest in all that concerns shipping matters.

> CHINA'S SOVEREIGN RIGHT'S.

A LIST OF LOSSES.

By courtery of the" Sheing Po."] Peking 3rd June.

The Waiwupu has submitted to th Prince Regent a list of the privileges and sovereign rights lost by China within recent

> LUZON SUGAR CO. STRIKE OF EMPLOYEES.

The Manila Times of 29th ult. says (-The strike of the employees of the Luzon Sugar Refinery, at Malabon, is at an end. A compromise was reached yesterday ,between the workmen and the management, and the men all returned to work this morning.

On April 15th this guild of the Union Obrers made formal demand on the company for an increase to three pesos per day for all foremen and operators, with work liouts from 6 to 8 and 8.30 to 12 in the morning, and from I to 6 in the afternoon. The company refused to respond to the demands of the Union, and a strike was ordered, the entire force walking out on May

Yesterday Ernesto del Rosario, vice-president of the Union, called at the factory at Malabon, and after a conference with the general manager, John Galbreath, a compromise was effected. The company acceeded to the demands of the workman for shorter hours. but agreed to increase the pay of the men by only one peso per day instead of three, as demanded.

The refinery was again opened for business this morning, and all the strikers returned to

ANOTHER PEAK ROBBERY. ALUABLES STOLEN FROM GOUGH HILL ROAD.

Again we have to report another robbery which was perpetrated at the Peak at an early hour this morning. When it was done known best to those who are concerned in

what we may call a transaction. Although the police, as usual, are very reticent in regard to this matter, our representatives managed to gain a few facts. -Whether they will "pan out" is doubtful.

The story that we have heard, in fact the story that we have been told by certain authorities, is something, like this: At about nine o'clock this morning somebody (whose name and personality, to say nothing of the fingerprints) managed to rob a house at Stas, Gough Hill Road, the Peak.

As we said before, the man, or as the police suggests, there were two or three in the game, climbed into the bedroom. For Hongkong they got a pretty fair swag. According to the official information the gentleman, who emulated Reffles, took a gold repeating watch; valued at \$85, a sovereign, a gold Chinese and a Japanese coin-total \$140.

The police are on the track of the robbers.

CONTRACTORS GRIBVANCES.

THE NAVAL YARD WALL DISPUTE ENDED.

The Puisne Judge (Mr. H. H. J. Gompertz rendered his decision in the Supreme-Court to-day, in the action brought by: Li Wo Shing, of the Wo Shing firm, of it, High-Street, West Point, against Lai Fook, representing the Yee Sang Company, 194, Third Street, to recover the sum of \$223:49, alleged to be for work done

claim-\$131-which was paid into Court. His Honour entered judgment for the plain

and materials supplied. The defendant, it will

be recollected, admitted owing part of the

tiff, with costs. In this matter, the reader will remember, the plaintiff was a sub-contractor and was employed by the defendant. The contract made between them was that plaintiff should attend noon :to the wall enclosing the Naval Yard Extenend, almost up to Queen's Road. It was granite and coping stone work. It was a verbal agreequently a memorandum was made showing that the price of the work was to be. Some been effected. The London price is Lot. time afterwards the plaintiff was requested by the defendant to do some additional work to the wall. The defendant agreed to the higher prices charged and the work was completed. but he in the end refused to pay plaintiff the are wanted at Ilis. 225. full amount for the work done.

For the defence it was understood that in the memorandum the price of the work had been stipulated and according to that document \$132. was all that was due and owing,

In giving his decision, his Honour said that it seemed to him that if the plaintiff took the risk of not consulting the builder, and not the building work, in accordance with the plans he could not get-his-claim. As regarded the second part of his claim-the ex ra chargehe thought he must get judgment for the amount paid into Court, \$132, and the balance New Year festival.

Judgment was accordingly entered for the plaintiff for \$190.19 and costs.

HONGKONG CAPITAL IN THE PHILIPPINES,

A MINING VENTURE.

Baguio, 28th May. A Hongkong syndicate has purchased a tenth interest in the Headwaters Mining Company (Inc), from Nels Peterson, for the sum of P40,00's. Governor Whitmarsh represented the Hongkeng capitalists in closing the deal. This is one of the most important mining deals put through here this year and is an indication of the interest being taken by capitalists of Horg kong is the Philippine mining industry.

The Headwaters Mining Company (Inc.) was recently organized with a capital stock P.600,000 of which P350,000 it, paid up. T company controlled a large group of mines in the most desirable section of the Baguio distric and the promise for future development in the area is very bright. The president of the company is Mr. H. P. Whitin arsh, the first governor and a pioneer merchant of the summer capital He has always taken a lively interest in promotion work affecting the mining industry here and it is largely to his personal efforts that much

capital has been attracted. . .

Nels Peterson, who is a large shareholder, the company and who sold the tenth interest in the Headquarters, is one of the first pro spectors who invaded the Benguet country He has been active in development work and his null has made him a snug fortune. He now worth several hundred thousand dollars the esult of his activity in the district and his unbounded faith in the future of mining there, From a recent report of the operations of the Headwaters Company the following excerpt is

taken: ----"No less than four distinct reefs are now being opened up, with a promising outlook as regards values. Reef No. I has been stripped of the "overburden" for some 200 feet and in width. Tundel No. 2 has advanced naid on the 20th instant. In the North, Lang-30 feet, the face showing 4 feet of loose quartz carrying free gold. No. 3 Tunnel has been extended IS feet and has solid quartz in the face 3 feet in width. This also pans free gold. No. 4 is a new reef, sunning parallel with the "Big Lead," which was exposed by a landslide during the recent storm. This discovery is an ore-body composed of quartz and manganese between well defined walls and

COUNT Yanagisawa, a well-known authority on the science of statistics, has been appointed to represent the Japanese Government at an International Conference on Statistics to be held in Paris from 5th to 12th pext. The Couht will travel to Europe by the Siberian Railway.

five feet in width. A general assay of the face

gives the value to be \$20.86 gold, per ton."-

Cablenews-American.

THE TEMPLE COLLAPSE.

PATIENTS RECOVERING GRADUALLY.

The two women, Ip Chuen (45), a married woman residing at 3, Queen's Road East, and Lo Ho (22), a married woman, of 5, Tai Yuen Street, who were injured in the collapse in the Tai Wong Temple yesterday, as first reported in our last issue, are progressing favourably. Inquiries made at the Government Civil Hospital to-day, elicited the information that the patients were doing well, and there is no fear entertained regarding their recovery. p Chuen, we are given to understand, is re covering rapidly, but this cannot be said of Lo Ho, who is in a very weak condition. It wil be several days before the pair can leave the institution.

TO BE EXIRADITED. PRISONER FROM PENANG COMMITTED TO GAOL.

The other day we mentioned in these columns that a man named Lim Chee Sang, allar J W. Dodson, had been arrested in Hongkong, by Detective Inspector O'Sullivan, on a warrant charging him with the larceny of \$70,000, the property of the Hongkong and Shanghai Banking Comporation (Penang agency)

. This morning, in the Police Court, the defendant-was put upon his trial. Kirke, of the Penang Police Force, identified the accused as be man whom he had known for years.

The magistrate (Mr. J. H. Kemp), after hearing evidence, committed the man to the Victoria Gaol pending the order of the Governor for his extradition.

COMMERCIAL.

WEEKLY SHABE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write this after-

Most Stocks have been in good demand sion, along Murray Road, from the V. R. C. during the week under review and a fair business has resulted.

Banks,-Hongkong and Shanghai Banks ment made between the parties, but subse- have improved to \$985, at which fate buyers predominate. Small sales at \$990 have also

Marine Insurances. - Cantons are weaker and have sellers at \$195. North Chipas continue in request at Tis. 104. Unions are steady and. without business to report at \$845. Yangtszes

Fire Insurances,-China Fires are still in demand at \$110 without inducing sellers. Hongkong Fires are steady at \$345.

Shipping.—There are sellers of China and Manilas at \$11, and Douglases at \$36. Hongkong, Canton and Macao Steamboats continue strong and are now wanted at \$32}. Indo-Chinas have improved to \$26, but holders are waiting for a higher price. Shell Transports have risen to 61/- with buyers. Star Ferries, old, are quoted at \$26. ex the dividend of \$1 per share paid on the 2nd inst., and the new shares at \$15} ex the dividof the extra costs of labour during the Chinese | end of 50 cents per share. There are probable sellers at these rates.

Refineries.-Chion Sugars have eased down to \$1424. Lurous are neglected at \$15. Perak Sugars have again strengthened and buyers in the North have offered Tis, 29 >.

at the advanced rate of Tis; 181.

Docks, Wharves and Godowns,-Kowloon Wharfs have been dealt in to a fair extent at \$59, and at the close further buyers prevail at the rate. Whampon Docks have been sold during the early part of the week at \$68 and \$674 but they are now easier and obtainable a the latter rate. Shanghai Docks have been dealt in at TIs 85. Hongkew Wharfs have weakened to Tls. 160 but there are buyers.

Lands, Hotels and Buildings .- Anglo-French Lands are again in favour at Tls. 104, and Central Stores at \$19. Hongkong Lands have hardened to \$110, at which prices they are wanted but none can be had unless at a higher rate Humphreys Estates, with an unsatisfied de mand, have risen to \$9\ but shares are scarce Hongkong Hotels are quiet at \$71 - for the of shares ex new issue. The new shares have been placed at \$40. West Points have been

sold at the improved rate of \$46. Cotton Mills, -Hongkong Cottons hav changed hands at \$81. Ewos have declined to Tls 129. In other Northern Mills, we take the following changes from latest mail advices to hand. Internationals Tis. 86, Lau Kong

Mows Tis, 105 and Soy Chees Tis. 400. Miscellaneous -- China Borneos have strengthened to St31, with buyers. China Light and Powers have weakened to \$7 after sales at \$71. China Providents are firm, and inquired for at \$91. Dairy Farms have changed hands at \$161. Green Island Cements have been the medium of a large business; sales having taken place at \$8.80 and \$8.90 and can now be placed at \$9. There are buyers of Hongkong Electrics at \$19. Peak Tramways are wanted \$13 for the old shares ex the dividend of and who should be the pupils? Our impres-80 cents per share paid on .29th inst... and for the new shares ex the dividend of 8 cents per share. Union Waterboats have inquiries paid on the 29th instant. In the North, Langkats have changed hands at Tls. 1,140, while Sumatras have risen to Tls. 181.

Exchange.—The Bank's selling rate on London is 1/91 on demand. The T/T rate on Shanghai is 741. Dividends Fayable.-Langkats, second in-

terim dividend of Tis. 121 per share payable in Shanghai on the reth inst.

Forward Settlements,-The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:-Settlement . 29th June.

> 30th July. July 30th August. August 29th September. September 29th October. October 30th November. November :

OPIUM AND ITS ORITICS.

A COMMISSIONER'S AMAZING THEORY.

Paving regard to the extreme moderation of the views he expressed as a member of the Straits Opium Commission, we confess to being little surprised at the tone of Bishop Oldham's recent discourse at an anti-opinm meeting in Kuala Lumpur, writes the Straits Times. " Although he committed himself to the amazing theory that there is no such thing as moderation in the use of the drug, the Bishop wound up the note supplementing the general report of the Straits Commissioners with the remark that "haste and suddeness now are to be deprecated quite as much as lethargy and inaction.

But in spite of all that the report contained to show that there was no gigantic social evils traceable to the use of opium in the Straits Settlements or F. M. S. there-is-a-broad suggestion in the Kuala Lumpur speech that many people understate the facts about the traffic because they have an interest, through the public revenues, in the profits derived from it. Is that quite fair? For our own, part we have met a great many people and have talked this matter over with them, and we find that the financial considerations weigh much less than the social and moral. What troubles the minds of the majority of people is the effect likely to be produced by depriving the Chinese of a solace to which they have been accustomed for generations. One finds in every community, practically without exception, a certain proportion of men who insist upon having some special form of indulgence. Among Europeans it is generally alcohol, because they prefer a stimulant; in Asia it is generally opium, because they prefer a sedative. We do not doubt

A SLOW PROCESS OF EDUCATION this craving for one form of indulgence or the other may be ultimately eradicated. But what is proposed by the anti-opiumists is that the Asiatics should be forcibly deprived of their own form of indulgence, which, it is assumed, will be replaced by no worse. Other men' may be quite as sincere in their desire to see an evil redressed, but if they are persuaded that the suppression of opium will mean the popularisation of morphine, or cocaine, or alcohol, are they not entitled to consider whether the change may not be from a comparative to a positive evil? If the probable effect of converting a thief to honest ways were to make him a murderer, would anyone claim thief-conversion as a noble and salutory occupation? With all deference to Bishop Oldham we say that there are thousands of Chinese who take an opium pipe when they feel specially tited, worried, or, as we should say, out of sorts. For a few hours it gives them absolute peace, and they trouble no one. A good many Englishmen in like circumstances fly to liquour, and they may pass through a stage of violent madness before they reach a condition of oblivion which it more horrible in its external aspects, and more disastrous in its after consequences than that

produced by opium. TOBACCO SMOKING is almost universal, especially among ministers of religion. They cherish a pipe because it is the mildest way in which the universal craving for some form of indulgence can be expressed. Yet we have seen, men's nerves broken, their digestions rained, their eyesight destroyed by the excessive use of the weed which has had more than one episcopal blessing. We have heard, too, terms of denunciation applied to Mining.-Chinese Engineerings can be sold, tobacco almost identical with those applied to opium. Would it be just to place the million who smoke in moderation under the necessit of paying exorbitantly for their pleasure be cause there are a few cases of stupid, uncontrolled excess? If the answer is affirmative why should cheap lood be the greatest desideratur of a community which numbers many?, In al these matters it seems to us that the type Bishop Oldham represents strives too much for the reform of a few, and cares too little fo the comfort of the many.

THERE IS, ANOTHER POINT which appears to us to deserve some consideration. Unless we are to assume that the temperate and unharmful use of liquur, is in itself a sin neither the State nor the Church has a right to interfere. special offence of excess, until it reaches the degree of intensity which is clearly barmful to others than the debauchees themselves. not a matter for the State but for the moral teachers. Yet the latter clamour continuously for penal laws or prohibition. They speak and act as if they had neither faith themselves nor in the views they teach-as if all moral reform must emanate from a big cudgel with a brawny policeman at one end of it. Force, it used to be said, is no remedy, but, really, in these latter days it seems to be much more fervently honour ed than any form of sweet reasonableness or moral sussion with which we are familiar. Bishop Oldham could show us one opium sinner brought to repentance for each slashing attack that he and his anti-opium friends have made upon governments we should have greater pleasure in reading his addresses. At present he rather gives the impression of a person who having entered upon a great work decides that i will be pleasanter to cast the drudgery of it on to somebody else. We do not in the least object to " educate, educate, educate"-it is an excellent phrase, but whose business is it to educate sion is that where moral conduct is concerned the paid moral teachers should take the work in hand, and that the sinners should be their pupils. Let them give the policeman and his at Sic.]. Watsons can probably he placed at big andrel a rest, and we can confidently assure them that when they have taught the Chinese that the use of opium is a folly and a crime, and caused the revenue from opium to disappear, governments, éither colonial or imperial will be foremost in offering congratulations.

THE DRAGOONING ATTITUDE that we resent-the bullying and badgering of governments into the making of laws which restrain personal freedom, instead of steady patient work upon the minds and hearts of individuals so as to raise them to an appreciation of their own duty and their own highest interests. We rather incline to think that the type of Chinaman, who frequents these parts can be led more easily than driven. If the Government says " you shall not have opium at a fair price," they will set their quick wits to work on schemes of smuggling, but if they can be convinced that the use of the drug is bad, they will leave it alone whatever the price may be Here, then, there should be a splendid field for motel enesjon.

To-dan's Advertisements.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

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THE Steamship

Oaptaln Helms, will be despatched as above on WEDNESDAY, the 23rd June, at Noon. This well-known Steamer, is specially fitted for Passengers, and has a Reirigerating Chamber which ensures the supply of Fresh Provi-

. The Steamer is installed throughout with the Electric Light. A Stewarders and a duly qualified Surgeon

are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have plectric fans fitted in staterooms,

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Hongkong, 4th June, 1909.

FOR MINGAPORE, PENANG AND CALCUTTA

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius,

THE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports, on THURSDAY, the 10th instant, at Noon,

For Freight or Passage, apply to.... DAVID SASSOON & Co., LIMITED,

Hongkong, 4th June, 1909.

THE O. S. K. NEW SERVICE.

FORTHCOMING INAUGURATION. On June and the Tacomd-maru, the first vessel on the new service of the Osaka Shosen Kaisha between-Hongkong-and-Tacoma, left Kobe for Hongkong to inaugurate the service. On the completion of the whole fleet the service will be a fortnightly one. The general route will be from Hongkong, via Shanghai, Moji, Kobe, and Yokohama, occasionally calling at Yokkaichi and Shimidie, to Tacoma, Wash, where the service is to connect under the sole traffic arrangement with the Chicago, Milwaukee & St. Paul Railway Company, of Chicago, Ill., who are now extending their

new line to the Puget Sound.

The service will comprise six new-steamers, augmenting the company's present fleet of 12 vessels. They will be each of 12,000 tons displacement (3,833 net), and of a maximum speed of 15 knots per hour. After the launch of the Tacoma-maru the other five vessels will follow at short intervals. The latest appliances have been adopted in the general construction of the steamers as well as on the gear and accommodation for sundry cargo, silk, and other valuables! Extensive docks, warehouses, and other terminal facilities, too, are nearing completion at Tacoma, which, it is claimed, will practically have no rival on the Pacific Coast. The company claims that their arrangements will amply ensure an absence of possible damage to cargo as well as its rapid handling and transportation. The Pacific Extension of the connecting railway, the Chicago, Milwaukce & St. Paul Railway, is expected to be completed by June, making an aggregate total mileage in operation of 8,430, and this extension will bring forth at once an improved fast freight service belween Tacoma and Chicago, the Eastern States and other American and Canadian points. This line, it may be hoted, is the southeremost road running from Paget Sound, and also is the only direct service to Chicago under one through control. It will be the shortest route to the Atlantic scaboard-2,177 miles to Chicago and 3,064 miles to New York-and with the track well laid out, easy grade and curves throughout and the lowest altitude in the Cascades and Rockies combined with the new steamship service across the Pacific if is hoped that the new service will be well patronised.

For the handling of local cargo, such as destiped for or arriving from various ports in the Sound, British Columbia, and other Pacific Coast points, the necessary arrangements have been concluded with the local steamships and railroads, and every important quarter is now equipped with efficient agencies. The following particulars of the new vessels

are of interest:-The builders are the Kawasaki Shipbuilding Co., Ltd., of Kobe. The length of the boats, which will be twin-screw, will be 410 feet, greatest width 51 ft. 3 ins., and depth. 31 ft, 6 ins. . They will have a displacement of 12,000 tons, with a gross register tonnage of 6,178 and a net register of 3,833 tons. They are classed 100 At at Lloyds. Their speed will be 15% knots. The vessels will be electric-lighted and steep whated. They will be Les Jocked under the Lorensen Government's and Lloyd's three-deck rule, with forecastle; long bridge deck and poop, steel deck house on the bridge and boat decks. There will be two masts, fore and aft rig. A cellular double bottom will run throughout with a deep tank aft the engine room, while there will be seven watertight and two screen bulkeads, wide-spaced tubular pillars, steel upper and main decks, and steel lower deck in the No. 1 hold. There will be two sets of triple expansion engines, and the load draft of the vessels will be 25 ft. Bins. Passenger accommodation will be provided for 200 steerage berths, while a limited number can be accommodated in the cabin. Bilk, treasure, and parcel rooms will also be installed. 'An extra cargo derrick capable of lifting 30 tons will be fitted on the vessels, besides the ordinary crames, -Johan Chronicki, -

Intimations.

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Only 60 cents a lb. Hongkong, 4th June, 1909.

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Loans on Mortgage of House Preparty, &c. Goods received on Storage: Advances made on Merchandise. Loans made on the Provident System.

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TO LET.

ODOWN, No. 9, DUDDELL STREET.

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

TO LET.

Hangkong, 3rd June, 1909.

ING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messis. Jardine, Matheson & Co., Ld.

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DOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises. Apply to-

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A HOUSE in Wong-net-chong ROAD. A HOUSE in RIPON TERRACE. OFFICES in YORK BUILDING. GODOWNS In PRAYA EAST, BLUE

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1st Floor. Apply 10-"4E HONGKONG LAND INVEST. MENT & AGENCY CO., LD.

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|-------------|---------------|--------------|--------------------|--------------|
| SHANGHA | | KWONGSAN | GinSUNDAY, 6th Jun | e, daylight. |
| SHANGHA. | YOUTHAMA, KO | BE FOOKSANG | MONDAY, 7th Ju | ne, Noon |
| SHANGHAL | | YATSHING | iTUESDAY, 8th It | ine. Noon. |
| TIENTSIN Y | IL WEIHAIWEI | & CHIPSHING | WED'DAY, 9th Ju | ne, Noon. |
| "SGAPOREL P | ENANG & CALOU | TTA KUTSANG* | TUESDAY, 15th J | une, Noon. |
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| | • | | - | | ú á. | Steamers. | A.G. | SAIL. | |
|---|-------------|-----------|-------------------|--------------------------------|---------------------------------------|-------------------|---------|-------------|----|
| | SHAN | GHAL. | , | 4 • • • • • • • • • • • • • | | "LINAN" | 6th Ju | ne, Dayligh | Ė, |
| | HOIH | OW & H | ALPHONG | | ********* | "SINGAN" | 014 | 11 11 | 3 |
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| | SHAN | GHAP , | | | ******** | "CHENAN" | 13th | 14 48 | |
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| | SHAN | GHAI". | | | | "CHANGSHA" | 17th | H H | |
| • | Redu | céd Sal | obn Fare | s, single | and re | turn, to Manila a | nd Aust | ralian Port | ß |
| | 1.51 | • | DURECT | SAILING | TOW | EST RIVER, Twice | Weekly. | • 60 | |
| | | ٠. | Bipiell gage ift. | 2'2' | TAM | ing aray awarding | | | |

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| | ZAFIRO | 1640 | R. Rodger | MANILA | · . | SATURDAY, 5th June, |
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Meneron, zoth May 🚉

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SHOSEN

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Ports of Call : Regular-Shanghai, Moji, Kobe and Yokohama. Occasional-Manila, Keelung, Yokkaichi, Shimidzu, Seattle and

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

| PROJECTED | SAILINGS FROM HONGK ALTERATION. | ONG-SUBJECT TO |
|--|------------------------------------|------------------------------------|
| DESTINATIONS. | STEAMERS. | SAILING! DATES. 1909 |
| MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, | Capt. N. Nielsen, Tons 6500 | {WEDNESDAY, 9th June, at Daylight. |
| COLOMBO AND PORT | | WEDNESDAY, 23rd June, at Daylight. |
| VICTORIA, B.C., & SHATTLE, Via KEELUNG, SHANG- HAI, MOII, KOBE, YOK- | Capt. T. Harnson, Tons 6000 | {TUESDAY, 8th June, at 4 p.m. |
| KAICHI, SHIMIDZU AND | 8* SHINANO MARU. | CTUESDAY, 22nd |

YOKOHAMA [Capt. K. Kawara, Tons 6500] June, at 4 p.m. SYDNEY AND MELBOURNE. INIKKO MARU f FRIDAY, 11th VIAMANILA, THURSDAY Capt., M. Yagi, Tons 6300 ISLAND, TOWNSVILLE KUMANO MARU, June, at Noon, FRIDAY, 9th AND, BRISBANE (Capt. N. Mathieson, Tons 6000 [July, at Noon. BOMBAY, VIA SINGAPORE (1 YEBOSHI MARU, THURSDAY, 17th AND COLOMBO Capt. B. Kon, Tons 4505 [June.

SHANGHAI, MOJI AND STYETOROFU MARU, (SUNDAY, '20th' KOBE { Capt. K. Soyeda, Tons 4500 { June. KOBE AND YOKOHAMA SANUKI MARU, (FRIDAY, 11th Capt. K. Homma, Tone 6500. June, at 5 p.m. NAGASAKI, MOJI, KOBE and S MISHIMA-MARU, (FRIDAY, 18th YOKOHAMA Capt. A. E. Moses, Tons 9000 { June, at Noon,

* Omitting Shanghai, I Cargo only. § Fitted with new System of wireless telegraphy. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passenger have the option of travelling by Rail:

From Hongkong direct to Nagasaki 4 days, to Kobo 5 days and to Yokobama-6 days.... For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

. T. KUSUMOTO, Manager.

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EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows !-

Hirano Maru......(Capt. H. FRASER)..... About Wednesday, 30th June. Kamo Maru(Capt. F. L. Sommen)..... About Wednesday, 28th July. Mishima Maru(Capt. A. R. Moses) About Wednesday, 25th August, Atenta Maru(Capt. W. Thompsen)..... About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD, For further particulars, apply to

Hongkong; June sad, 1909.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

Straits, Orylon, Australia, India, ADEN EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND

LONDON. (Through Bills of Lading Issued for BATAYIA, PERSIAN GULY, CONTINENTAL, AMERI-CAP and SOUTH AFRICAM PORTE,

THE Steamship

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this 7th inst. for BOMBAY, &c., on SA' URDAY, the 12th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Com-Dany's S.B. Mooltan, to.o tons, from Colombo, Passangers' accommodation in which voisels secured before departure from Hongkong,

Slik and Valuables, all Cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marsellies and London, other Cargo for London, &c., will he conveyed via Bombay by the R.M.S. Perela, due in London on 25th July, 1909. "Parcals will be received at this Office until 4 P.M. the day before sailing. The Contents

and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, " Superintendent

Hongkong, 20th May, 1000. "SHIRE" LINE OF STRAMERS.

LIMITED. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGUIRA." Captain llayes, will be despatched as above on or about 8th prox.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD. Agents. Hongkone, 25th May, roog.

HONGKONG-BOSTON-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST).

S.S. "INDRANI"On 16th June, 1909. to be followed by S.S. "ST. PATRICK" ... On 13th July, 1509.

For Freight and further information, apply SHEWAN, TOMES & CO., General Agents.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Honokone, and June, 1909.

VIA PORTS AND SURZ CANAL. (With Liberty to Call at Malabar Coas'.)

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FOR NEW, YORK:

S.S. " PATHAN "..... About zind June. For Freight and forther Information, apply DODWELL & C. LIMITED.

Hongkong, 27th May, 1909. ...

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Captral and farth America.

PROPOSED' SAILINGS FROM HONGRONG VICTORIA, E.O., SEATTLE & TACOMA

MOIL ROBE AND YOKOHAMA.

Captalu. | Salling Date Steamer | Tops | Ocears ... 4,657 F. W. Davies set July Kumeric... 6,232 J. Mathee ... 20th July Aymeria ... 4,363 J. Poyd 26th Aug.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA For festher informatica apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Bolidings, Hongkong, 20th May, 1909.

Shipping—Steamers

FOR SINGAPORE, PENANG AND

Taking Cargo on through Bills of Lading to. Rangoon, Madras and Mauritius.

THE Steamship.

"CREGORY APCAR," Captain S. H. Belson, will be despatched for he above Ports TO-MORROW, the 5th instant, at Noon, instead of as previous advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED Hongkong, 4th June, 1909.

COMPAGNIR DES MESSAGERIE -maritimes,

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

Captain Laucelin, will be despatched for the above Ports on or about MONDAY, the

For Freight or Passage, apply to P. DE CHAMPMORIN.

Hongkong, 1st June, 1909;

"SHIRE" LINE OF STEAMERS,

FOR MARSEILLES, LONDON AND

THE Steamship " DENBIGHSHIRE" Captain W. Barrett, will be despatched as above on or about 12th June. For Freight or Passage, apply to

Hongkong, 27th May, 1009.

JARDINE, MATHESON & Co., LD.

CHARGEURS REUNIS. FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE SAN FRANCISCO, MEXICO, PERU

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS 'Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call on route thus affording a fast regular cargoboat service from China and Japan to San Francisco.

HK Steamship "AMIRAL FOURICHON," will be despatched for SAN FRANCISCO and other above destinations on or about the with July, 1909.

For lumber particulars apply to MESSAGERIES MARITIMES, "Agents at Hongkong. Hungkong, 28th May, 1000.

STEAM TO CANTON. "HE New Twin Screw Steel Steamers

'KWONG TONG" ... Capt. H. W. WALKER. KWONG SAI" Capt. M. S. CROWE. Leave Hongkong for Canton at q avery

evening, (Satorday excepted). Leave Canton for Hongkoog at, 5.30 every

evening, (Sunday excepted), These fine Steamers, nwned by Chinesa capitalists-and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Faus in State Rooms.

Passage Fara - Single Journey \$4.

The Comp cy's Whart is situated in tront of the New Wastern Market, opposite the old darbour Uff Ca. YOUN ON R.S. CO., LD.,

5-10 ON S.S. 00, LD. Seele Onmerte gung gegett. Hangkong, 26th April, 1909.

Intimations.

COLD STORAGE.

"HE HONGKUNG ICE CUMPANY LTD, have now 40,000 Cubic feet of CULL STORAGE svallable at RAST. POINT, Stores will be Open at to A.M. and & F.M. daily, Sunday excepted, to receive and deliver-[413 | periabable goods,

Hongkong, 5th January, 1000.

NOTICE TO SUBSCRIBERS. FROM and after 1st January, 1909, the rates of Subscription to the Hongkong, Telegraph (daily and weekly issues) will be as

follows :-DAILY-\$36 per aunum.

WEEKLY-Sig per annum, The rates per quarter and per menseus pro-portional. Subscriptions for any period less than one month will be charged as for a full

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies dellyared at their residences without any extra charge, On copies sent by post an additional, \$1,80

per quarter is charged for postage. The postage on the weekly issue to any paid.

of the world is 30 cents per quarter, Single Copies, Daily, ten cents, Weally, twenty-five cents (for cash only),

(PAYABLE IN ADVANCE.) There will be no rebate to Missionara Subscribers as heretofore. By Order,

THE MANAGER, WALL Hongkong Telegraph Co. Ldown Hongkong, sand Decomber, 1003. .. The property

Temporley, Mr.

Thornhill, Rev.

Totton, Mr.

Wood, David

Klockner, F.

Knovitsh, D.

Krusble, A. C.

Lambert, L. J

Marcovitz, Mr.

Maspero, Mr.

Musso, V. F., Marquia

and Marchioness

Rosher, Mr. and Mrs.

McEwan, M.

Nolen, F.

Parisel, R.

Raygondeso, M

Sanborn, J. C.

Seggie, T. W.

Stepney, C. H.

Seina, S. D.

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SHIPPING AND MAILS

French (Tourane) 7th inst. Indiau (Kumsang) oth inst.

The C. N. Co.'s s.s. Yingchow left Shanghai on 3rd inst., and is due here on 6th inst. The I. C. S. N. Co.'s s.s. Kumsang from Calcutta and the Straits left Singapore for this port on and inst.

The H. A. L. s.s. Bratilla left Singapore on 3rd inst., a.m., and may be expected here onor about the 9th inst.

The Imperial German Mail s.s. Prins Sigismund lest Sydney on 3rd inst., at 11 p m., and may be expected here 25th inst. The N. Y. K. s.s. Wakasa Maru, European Line, left Shanghai for this port on 4th inst.,

and is expected here on 7th inst. The N. Y. K. s.s. Sanukt Maru, European Line, left Singapore for this port on 4th inst., Wichers ... and is expected here on toth just. The N. Y. K. s.s. Nikko Maril, Australian. Line, lest Nagasaki for this port on 4th inst., and is expected here on 8th inst. . .

The N. Y. K. s.s. Skinano Maru, American line, left Kobe for this port wla Moji and Shanghai on 4th inst., and is expected here on 13th inst:

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory :--On the 4th at 11.55 a.—The barometer has

fallen quickly over the E. and N.E. coasts of Chion bwing to the depression, which is moving into the Yellow Sea to the North of Shanghai. Pressure remains low over Toughing and the barometer has fallen slightly over the S. coast of China. High pressure still covers, E. Japan and adjacent seas.

Fresh S.E. and S. winds and squally weather may be expected in the Formosa Channel and along the northern theres of the China-Sea,----Hongkong Reinfall for the 24 hours ending Fooksang, Br. s.s., 1,987; F. A. Mitchell, 3rd at 10 a.m. to-day, o.oo inches.

FORECAST. r.-Hongkong and Neighbourhood, S.E. and S. winds, fresh; squally, showery. -Formosa Channel, same as No. 1 .-3.-South coast of China between Hongkong

and Lamocks, same as No. 1. .4. -South coast of China between Hongkong and Hainan, same as No. I.

Shipping.

Tjilatjap, Dut. s.s., 6,99 , P. J. von Emmerick, and June, - Java 26th May, Gen .- J. C. J

Empress of Japan, Br. s.s., 3,039, H. Pybus, R.N.R., 3rd June,-Vancouver i3th May, and Shanghai 1st June, Mails and Gen .-C. P. R. Co. Aikoku Maru, Jap. 2.3., 2,466, O. Kitashima,

3rd June,-M. j 27th May, Coal.-Ataka & Co. Chowini, Ger. s.s., 1,115, W. Möllerman, 3rd

June,-Baugkok 26th May, and Swatow and June, Rice.-B. & S. Haimun, Br. s.s., 636, J. W. Evans, 4th June, -Swatow 3rd June, Gen .- D., L. & Co.

Taming, Br. s.s., 1,250, A. Somerville, 4th. June,-Manila rst June, Gen.-B. & S. Bujun Maru, Jap. s.s., 1,304, F. Fuscno, 4th June,-Swatow 3rd June, Gen.-O. S. K. Prometheus, Nor. s.s., 1,024, H. Jensen, 4th

June,-Bangkok via Swatow 26th May, Gen.-Asgaard, Thoresen & Co. Fukui Maru, Jap. 5.5., 3,087, K. Wakagawa, 4th June,-Moji 29th May, Coal,-M. B.

Singan, Br. sis., 1,047, P. Jamieson, 4th June, -Halphong 30th May, and Holhow 3rd June, Gen .- B. & S.

Linan, Br. s.s., 1,350, C. C. Williams, 4th June, -Canton 3rd June, Gen,-B. & S. Chiyuen, Chi. s.s., 1,177, C. Stewart, 4th June, -Canton 3rd June, Gen.-C. M.,S. N. Co. Kiang Ping, Chi. s.s., 1,222, H. Uddin, 4th June,-Canton 3rd June, Gen.-Tung Lee

Clearances at the Harbour Office. _Kalusberg, for Swalow. Quinta, for Tsingtau. Halten, for Bwatow. Choysang, for Swatow. Chiall, for Iloilo. Asia, for Shanghai. Yuentang, for Manila. Buluan, for Kwong-chow-wan. Kinng Ping, for Chinking.

Deptrares

lune 3 ,Simia, for Shanghai.

Hanol, for Kwong-chow-wan.

Zaffro, for Manila.

Aila, for San Francisco. Empira. for Shanghai. Prithing for Wahu. Hallay, for Coast Ports. Tibodes, for Billiton. Knivsberg, for Swatow, Fausaug, for Salgon. Ascania, for Canton, Choysang, for Shanghai. Hanol, for Halphong. Ymangeang, for Manila. CAIAI, for Cebu. Rajan, for Bangkok,

... Porize strived. ler 7 j Lujup, from Java-157 Chihese. For Bujun Maru, from Swatow-Capt. D. H.

Per Taming, from Manila - Messrs. Mcchy, F. Kavanagh, Groncher, Stanwold, Nu. Tourance....... Saigen M. M. gent, Knowlan, Moribald, Peralta, Torres, Mrs. Hanson, and Miss Brewster.

Per Empress of Japan, - from Vancouver-Mesars. E. C. Davis, J. H. Reus, Jr., A. Hogg, J. H. Rouse, and Miss P. McKnight From Shanghai -- Messrs. J. Rosengeld, G. Lievesley, Rev. and Mrs. W. W. Clayson, Mi A. R. Austin, 111 Chinese, and 2 Hindoos

Passongers departed. Per P. R. Luttpold, for Shanghai-Baroness Senfft von Pelsach, Messrs. B. Blumenthal, Y. Bedtat, M. Haltmermann, N. A. Goncalves,

Blackburn, W. Lange, -H. Henninger, R. Palme, John McArthur, A. Gutierez, Misses D. Komaroff, Seagrave, and Master R. Komaroff. For Nagasaki-Mrs. L. Guffey, Miss M. M. Veloso and party, Messrs. M. M. Veloso, H. F. Saubon, Gower, Wong Chek, son and party, Miss Del Peragia and party, and Mrs. Yashi-For Kobe-Col. Joh, Christie, Messrs. Chan Song and party, Kayama and party. For Yokohama-Dr. H. Sieber, Miss Gertrude Cred. ner Messrs. A. Huber, V. and F. Chyongian.

Per P. E. Friedrich, for Bremen, &c .- Mr. John Allen, H.E. Dr. F. Bulaerts van Bleeken, Mr. J. S. Bradshaw, Mrs. Behn, Messts. Becker, Bellike, C. W. Cropp, Ng Tang Cho, Mrs. van der Deen, Mr. van Dyk, H. Dessauer, Mr, and Mrs. H. A. von Erp, Mrs. Fullerton, Messrs, W. M. Fyle, K. Grinshaw, J. Goos, Goetz, C. Beermann, A. Holmannn, van Hasseln, Miss D. Haynes, A. von Hoffmann, G. G. Hoppeler, Hoerstmann, S. Johnson, K. de Jong, Kritz, Minister Klingbeil, Dr. and Mrs. Kühne, Mrs. Koch and child, Mr. and Mrs. C. Leege, Major Lindner, Mr. A. G. Layard, Miss R. Landan, Mrs. S. C. Mundt, Miss L. Mundt, Mr. A. Miesegaes, Dr. F. Müller, Mrs. Mackey and 3 children, Messrs. J. Nathan, von Desterreich,

L. Pirotte, Sergeaut Pectrooks, Messrs. R. Richter, Cohen Stuart, Mr. and Mrs. Schmaldecke, Messes. A. van der Schuyt, W. Sand, F. 'L. Schleipen, Mr. and Mrs. W. Schmidt, Mr. and Mrs, H. Siebler, Mr. Timm, Consul and "Mrs. Teichmann, Mr. Tetsch, Mr. and Mrs. Tamplin, Messrs: Tholen, L. Verbert, C. Valkenburg, J. F. Whelan, E. Wise, Mrs. Weber, Mrs. W. W. Wood, Messrs. H. Wylly, S. C. Wong, Mr. and Mrs. Jones Wakely, and Mrs.

Shipping Reports. Str. Halmun, from Swatow :- Light variable

winds and light haze. Str. Singan, from Hothow :- Strong S.E. winds

Str. Taming, Manila: - Fine weather through

STEAMERS.

Atlantis, Am, s.s., 1,490, Eudicza, 26th May,-Manila 23rd May, Sugar. - Barrolto & Co, Barneo, Ger. s.s., 2,168, F. Sembill, 31st May, -Sandakan 25th May, Timber.-M. & Co. Catherine Apcar, Br. s.s., 1,730, G. F. Hudson, 20th May,-Calcutta 13th May, Penang and Singapore 23rd, Gen.-D: S. & Co.

Canton, Br. s.s., 1,173, A. R. Anderson, 25th May, - Weihaiwei 19th May, Gen .- J., M. Daigi Maru, Jap. s.s., 847; H. Murayama, 2nd

june,-Swatow 1st June, Gen.-O.S. K. June,-Singapore 28th May, Gen.-J., M. Fukui Maru, Jap. 6.8., 3,087, K. Nakagawa, Lahlgakijima.

Gregory Apcar, Br. s.s., 2,961, S. H. Belson, Welhaiwei ... 9 a.m. 29.64 61 27th May,-Yokohama via Kobe and Moji 22nd May, Coal and Gen .- D. S. & Co., Kinklang

Kaifuku Maru, Br. s.s., 1,903, Suda, and June, Gutziaff -Moji 27th May, Coal,-M. B. G. K. Merapi, Dut. s.s., 1,597, E. Uldali, 31st May, -Java via Singapore 24th May, Sugar.-

Kin Thye Lung. Mongolia, Am. s.s., 8,750, H. E. Morton, 1st June,-San Francisco 5th May, and Shanghai 30th, Mails and Gen .- P. M. S.

Montrose, Br. s.s., 2,286, R. Glegg, 22nd May, -Mojr 16th May, Coals.-D. & Co., Ld. Moyori Maru, Jap. s.s. 2,736, J. C. Richards, Victoria Peak and June,-Moji 27th May, Gen .- N. Y.

Nansban, Am. transport, 1,571, Carter, 29th May, - Cavite 26th May, Coal -- Admiralty. | Holhow Pakiat, Ger. s.s., 1,017, J. Wenzel, 2nd June, Pakhol...... -Bangkok 25th May, Rice and Wood,-

Petchaburi, Ger. s.s., 1,373, Gosiewitch, and ['O. St. James.] lune,-Bangkok 24th May, Rice,-B. & S. Rajaburi, Ger. s.s., 1,189, H. Brewer, 18th May, -Bangkok 13th May, Rice-B. & S. Sungkiang, Br. s.s., 986, G. H. Pennelather, 3rd June,-Iloilo 30th May, Gen.-B. & 8. Tean, Br. s.s., 1,346, A. W. Oulerbridge, 28th May,-Mapila 25th May, Gen.-B. & S. Tosa Maru, Jap. s.s., 3,610, T. L. Harrison, 30th May,-Yokohama 17th May, and

"Shanghai 27th, Coal and Gen .-- N. Y. K. Zafiro, Br., s.s., 1,629, R. Rodger, 31st May,-Manila 20th May, Hemp and Gen .- S., T. & Co. 1

· SAILING VESSEIS.

Alcides, Br. 4-masted bark, 2,968, L. Smith, 1st May,-Kobe 23rd April, Gen:-S. O. Co. Bumairs, Ger, schooner, 520, C. Nanev, 22nd May,-New Guinea 30th April, Gen .- M.

Ships Passed The Canal.

20th April-Astyanax, St. Patrick, Achilles, Antenor, Namur, Palawan, Saxonia, Kamo Maru. 231d April-Cardiganshire, Nera. 27th April-Lulsow, Benmohr, Brasmar, Dortmurd, Laertes, Sithonia. 30th April-Sydney, Albenga, Menelaus. Inaba Maru, Kawachi Mark, Pring Ludwig. 4th May-Cyclops, Banca. 7th May-Petho; Caledonien, Glenesk, Ping Sury, Simia, Cothay. 11th May-Ben. ledi, Flinishire, Sumatra, Bedouin, Persta. Prinz Regent Luttpold. Stam. 14th May-Goeben, Norman Prince, Vorwaerts, Hitachi Maru, Benlawers, Tourans, Sanuki Maru. 14th May-Dencalion, Glenroy. 18th May-Perseus, Kalsow. 21st May-Ernest Simons, Walta, Hyson, Miskima, Maru, Pak Ling. Segovia. 25th May-Yercal Palma, Benvorlick. 28th May Ambria, Awa Mars. Armand Behic, Glamorganshire, Kanagawa Marn, Bulay, Konang St, Orestes, Patrocius, Sikh. 1st June-Cyrus, Dacre Castle, Indra-

wadl, Glenearn, Tydeus. Arrivals at Home-20th April- Yaddo, Prometheut, 21st April-Nore. 23rd April -Tamba Maru. 27th April-Macedonia, Rencleuch, Headley, Andalusta, Westphalia. 30th June, 5 P.M. April-Kleist, Nera, 4th May-Thordis, Achilles. 7th May-Inaba Maru, Laertes, Palawan, - 11th May-Dorimund, Saxonia, 14th May-Caledonien, Pring Ludwig. 19th. May-Petho, Ping Susy. 11st May-Goeben. Vorwaerts, Suruga, Hitacki Maru. 25th May-Albenga, Flintshire, Illyria, Banca, Sumatra, 28th May-Persons, Cathay, Glen. roy, Ghazes, Breett Simper, est June-Hysen, | Quarte, 7th June, & P.M.

Steamore Expected. DM4 Agents. Ischia.......... Singapore. C. & Co. ... June Kumano Maru Thursday I N. Y.IK. ... June Wakasa Maru Shanghai ... N. Y. K. ... June Nikko Maru ... Nagasaki., N. Y. K. ... June Glenesk...... Singapore McG. & G. June Kumsang Singapore . J., M. & Co June Singapore . H. A. L. ... June Sanuki Maru... Singapore .. N. Y. K. ... Jauc. Tenyo Maru ... Japan T. K. K. ... Changsha Sydney ... B. & S. ... June 11 Shinano Maru. Japan N. Y. K.... June 13 Yetorofu Maru. Bombay ... N. Y. K. ... June 19

DOOK RETURNS.

HONGEONG AND WHAMPOA DOCKS. Montrose

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| | Gan Rock 29 85 38 (3) | ı |
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| • | Pakhol | |
| • | LENGTHON TOTAL SECTION OF SECTION SECT | |
| , Se | Toursus " 29 74 79 7 | |
| | O. Sin James J. W. Practical Col. The Latest | |
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| | PROBRET Harren Land Ministry And April 19 15 15 15 15 15 15 15 15 15 15 15 15 15 | |
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June 4th, 1909, a.m. Vindivostock.,7 a.m. 29.78 50 99 5 Hakodata ... 130.01 Kagoshima Naha 19th May, Moji 14th, May, Coal, M. B. | Bonla Is. Chelon 6 -a.m 20 70 62 95

Shanghal..... 9 a.m. 29 66 SWALOW Taihoku Taichu..... Talnan-Koshun Pescadores ... Canton9 Hongkong ... | 10 a.m. | 29.82 | 83 Gap Rock ... Macao Wuchow

Phallen Tourane Aparri 6 a.m. Manila

10 a.W. 29.78 Barometer Temperature Homidity Rainfall

Only fully prepaid letters and postcards are transmissible by the Siberian Route to

The public are informed that mails to China via Siberia are despatched from the London General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dainy and Siberia.

.....at 8.00 A.M.at 1,60 F.M. A Mail will close for :-

Manila-Per Zofiro, 5th June, 11 A.M. Singapore, Penang and Calcutta - Per Gregory Apear, 5th June, 11 A.M. Amoy, Singapore and Samarang - Per Merapi, 5th June, 11 A.M. Bangkok-Per Rafaburi, 5th June, NOON. Macao-Per Sut Tat, 5th June, 1:15 P.M. Shanghal-Por Chiywen, 5th June, 3 P.M.

Kobe-Per Hinsang, 5th June, 5 P.M. Shanghai-Per Kewengsang, 5th June, 5 P.M. Holhow and Haiphong-Por Singan, 5th SHANGHAI VIA SIBERIAN Mall Europe-Per Linan, 5th June, 6 P.M. Swatow-Per Haimun, 6th June, 9 A.M.

Swatow, Amoy and Tameui-Per Daigs Marn; 6th June, 9 A.M. Shanghai, Yokohama Kobe and Moji-Per Pooksang, 7th June, II A.M. Samarang, Sourabaya and Balavia -- Per

Yokohama, Kobe and Moji-Per Tillwong, 8th June, 9 A.M. Shanghai-Per Yatshing, 8th June, to A.M. Europe, &c., India, via Tuttcoria-Per Polynesien, 8th Junn, IX A.M. Swatow, Amoy and Foochow-Per Halyang,

8th June, NOOK. Manila-Per Tede, 8th June, 2 P.M. Keelung, Shanghai, Moli, Kobe, Yokkalchi, Yokohama, Victoria, B.C. and Scattle, Wash.— Por Tosa Maru, 8th June, 3 P.M. Amoy, Manila, Cobu and Iloilo-Per Sungkiang, 8th June, 3 P.M. Singapore, Penang and Colombo-Per. Wa-

kasa Maru, 8th June, 5 P.M. Tsingtan-Per Kowloon, 9th June, 11 A.M. Nagasaki, Kobe and Yokohama-Per Kumano Maru, 9th June, It A.M. .Wolhaiwoi, Chefoo and Tientsin-Per Chip. rking, 9th June, 11 A.M. Kudat and Sandakan - Per Borneo, 9th. une, II A.M.

Moji and Salina Cruz-Per-Montross, 10th

Singapore, Penang and Calcutta - Per Catherine Apcar, 10th June, 11 A.M. Shanghai-Per Yingchow, 10th June, 3 P.M. Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelalde, Dunedin, Perth and Fremantle-Per Nikko

Marn, 11th May, 11 A.M. Singapore, Penang and Bombay-Per Ischia, 11th June, 11 A.M. Kobe and Yokohama-Per Sanuki Maru, -: 1th: [uno,-5-P.M.--

Manila-Per Rubi, 12th June, 10 A.M. Edrope, &c., India, via Tuticorin-Per Deini, 12th Juge, 11 A.M. Shanghal, Nagasaki, Kobe, Yokohama. Victoria and Vancouver, (B.C.), Siberian Mail to Europe -- Per Empress of Japan, 12th June, 5 P.M.

Shanghai-Por Chenan, 13th June, 9 A.M .. Singapore, Penang and Calcutta - Per Kulsang, 15th June, 10 A.M. Shanghai, Nagataki, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu and San Francisco-Per Mangolia, 15th June, 11 A.M.

Maulia-Per Taming, 15th, June, 2 P.M. Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Calras, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zoa-Melbourne, Adelalds, Dunedin, Perth and Fremantie-Per Changsho, 15th June, Europe, &c. India, via Taticorin-Por Lutrom, 16th June, 11 A.M.

Shanghai-Per Chinhua, 17th June, 3 P.M. YISTORN AT-THE HOTEL. CRAIGIEBURN: Adams, F. R. J. Smith Crowther

Smith, Mr. and Mrr. Bird, C. F. Caldwell, Mr. and Mrs. Grapt -Smith-E.-Grant-Smith, Mr. and Mrs. Clothier, H. W. Hollingsworth, Mr. Morton Wilson, G. L. Jameson, P. S. feirchie. A.

Hockaday, W. T. Houghes, Rev." Kormany, Col. L. Adams, P. R. Humphreys, W. M. Antal, Mr. and Mrs. C. Kraft, Miss Kraft, Mr. & Mrs. W Ames, Mr. and Mrs. T: Lack, G. M. L. and child Levenson, E. Barrotto, Misses (2) Barrello, Mrs. A. M. 3 Levenson, Miss

Abdon,

Abdon Jose

Batos, F. L.

Bernard, Mr.

Cassley, Mrs.

Caix, Robert de

Dait, Mr. and Mrs. S.

Danté, Mr. and Mrs.

Bowden, W.

Brun, C. L.

Chapins, A.

Darc, J. Z.

Ferry, W. V.

Fogliano, E.

Ghibando, A.

Ginkel, Van

Goddard, R. V.

Herrora, L. C.

Hunter, R.

Jack, W. C.

Gomes, A. J. M.

Ellis, W.

Eyro, H.

Belson, Capt. and Mrs.

Baillet, M.

children and gover- Lievesley, G. L. Macdonald, D. Brown, Capt. J. H. Bunner, Mr. and Mrs. Marriott, Dr. O. Massey, Miss K. A. McCabo, H. M. Clifford, Mr. and Mrs. McIntosh, G. C. McKean, Dr. G. W. Menagh, J. E. Merecki, J. 🖫

Bowman, A. W.

Champs, C. do

Condon, H. L.

Davis, B. C.

Day, E. W.

Denus, Mrs.

Donne, W.

Deans, Miss M.

Alabaster, Mt.

Aubrey, Dr.

Aucott, E. F.

Cousland, A.

Daniel, Mr.

Hall, Mr.

Harris, Mr.

Hareland, F. A.

Binst, Mr.

Merriman, H. I. Meyer, Samuel Mooser, L. Morse, H. J. Mollemann, J. Mulder, J. D. Osborne, Mr. &. Mr.

Evans, Capt. and Mrs. Farial, R. M. de Pourie, O. P. Fuller, Denman Gale, J. T. Rosenfeld, J. Gell, J. Rouse, G. H. Giles, A. B. Rowley, H. S. C .---Gill, Miss E. H. Ruprecht, L.T. Gill, Miss V. H. Bablin, E. G. Harris, Capt. F. Scall, Miss S. S.

Hayes, G. V. Skinn, A. J. Howatt, Hon, Mr Innes, Capt. R. Spittles, J. Johnson, C. L. Kench, O. C.

Spalding, R.N., Surgeo and Mrs. A. D. Stobblng, W. T. Ward, W. K.

Kerridge, C. W. Kibbee, Miss L. E. PEAK. Knight, C. C. -Knott, Mrs. Leask, Mr. Lloyd, Mr. - Martin, R. Bowen, Mr. and Mrs. Campbell, Miss Carter Monk, A. V. Montfield, Engr.-Com; and Mrs. Nicolaisan, Mr. On J. W.

Barling, Col. Davidson, E. Peel, Mr. Dawson, Mr. Detmers, Mr. and Mrs. Perklas, T. L. Philips, Mr. and Mrs. Dasser, Mrs. & child Potter, Mr. . " Probyn, R.A.M.C., Major Rissland Mr. and Mrs. Ennies, Rev. and Mrs. Finch, Capt, and Mrs. Sawer, Mrs. Sayle, Mr. and Mrs. Galbralthe, Mr. Shenton, Mr. Gansden, G. G. Sinclair, A. Gaster, E. Slade, Mr. Gelsthorpe, F. I Gilpin, Mr. aud Mis:

Mrs.-.

Walker, F. W Jack, Mrs. Janeway, J. S. Wilson, J. Kelly, W. H. Xuber, A. Almer, Mr. and Mrs. McKee, Mrs. Bean, Mrs. C. W. Mulder, J. D. Mulder, J. D. S. Belfore, Mr. and Mrs. Muller, C. Muller, Dr. F. Bolden, S. C. Munro, Miss Collins, J. Nortsock, G. E. Colman, Mrs. Powell, A. Davies, F. Racy, Miss Davies, L. L. Ramiey, T. Y. Davies, F. O. Raymond, Mr. & Mrs. Date, E. Rayner, Frank Eskridge, J. Roland, A. J. Goulborn, V. Ross, W. Gowen, R. A. Schlenburg, Richard Harriss, J., K. Shan, T. Hashim, Mr. & Mrs. Spence, J. W. Hashim, A. Howell, Mr. and Mrs. Stoneham, F. Storms, Chas C. H. Waddell, Mr. and Mrs. Hult, Mr. and Mrs. lgo, Miss P. H. West, Chas. Jeakins, C. W. H. Weathole, W. Klety, A. Thomas, Dr. and Mrs. Lack, S. R.·O. Larard, Dr. H. F. Thomason, Frank Lightfoot, Mrs. Smith, A. Findlay Southerland, Mr. and Travers, Dr. J. C. Maneren. G. Mayo, Mr. and Mrs. Young, Mrs. A. Wm. and 2 children Younge, J. F. Stacpole, Lt. Col.

| Ritchie, A. | | HOLKERT X . | | | | |
|--------------------|---|-------------|--------|---------|-----------------------------------|-------------------|
| | HIS BRITANNIO | MAJEST | Y'B B | HIPS ON | THE CHINA STATION. | |
| NAME | CLASS. | TONS. | GUMB. | I.H.P. | CAPTAIN. | LAST REPORTED A |
| | | • • | | | | |
| | | 700 | 1 a 1 | 3,000 | Commander C. T. K. Fuller | Nagasaki |
| Alacrity | despatch-vessel | 4,360 | 10 | 7,000 | Captain F. E. C. Ryan | Shanghai |
| Astraca | cruiser, and class | 9,800 | 14: | 22,000 | Captalu Fitzkerbert | Nagasaki |
| Bedford | cruiser, 1st class | 710 | 6 | 900 | LtComdr Hon. R. O. B. Bridgeman | Suangnai |
| Bramble | river gunboat | 710 | 6 | 900 | 'LieutCommander F. B. Noble | Hongkong |
| Britomart | river gunboat | 1,070 | 6. | 1,400 | Commander H. L. P. Heard | Shanghal |
| Cadmus | water tank and tug | | - | 390 | Master, S. West | Hongkong |
| Cherub | | 1,070 | - 6 | 1,400 | Commander C. T. Borrett | Shanghal |
| Olio Lilyan ending | torpedo boat destroyer | 306 | 6 | 5,700 | LleutCommander Thomas | Kobe |
| Fame | cruiser, 2nd class | 4,350 | 10 | 7,000 | Captain Rowland Nugent | Ornising in Pacif |
| Flora | torpedo boat destroyer | 275 | . 0 | 4,000 | LieutCommander G. Heathcote | Hongkong |
| Handy | torpedo boat destroyer | 275 | 6 | 4,000 | Llegt-Commander Monroe | Shanghai |
| Hart | torpedo boat destroyer | 280 | . 6: . | 3,000 | LientCommander G. O. Heathcote | Hongkong |
| lanus | reinser, tet class | 9,800 | 14 | 22,000 | Captain G. C. A. Marescaux | Nagasaki |
| Kent | cruiser, ist class | 14,100 | 81 | 30,000 | Captain Clinton Baker | Nagasaki |
| King Affred 4 | over comboat | 616 | 4 | 1,200 | | Yangtas |
| Klusha | 111 de Marie de | 1.070 | . 6. | 1,400 | Commander F. H. Walter | Hongkong |
| Merlin | Carrie al page | | 14- | 12,000 | Captain G. W. Smith | Hongkong |
| Monmouth | river gunboat | | 2 | 800 | - Lieut,-Commander C. C. Walcott | Hongkong |
| Moorhen | | _ | . 3 | 240 | LieutCommander R. S. Roy | Yangtso |
| Nightingale | 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | | 6. | 6,300 | | Nagasaki . |
| Otter | river gunboat | 85 | 1 2 | 240 | Trent-Commander I. Apres | Hongkong |
| Robin | Lives composit | 85 | 3 | 240 | | West River |
| | river gunboat | | 3 | 240 | | Yangtso |
| Snlpa | torpedo boat destroyer | | 6 | 6,500 | Gunner W. Barlow | |
| Taku | receiving thip | 4,650 | 6 | | Commoddre H. Lyon | Hongkong |
| Tamar | river gunboat | 180 | 2 . | 800 | Lieut, Commander H. R. Godfrey | Yangtse |
| Teal | river gunboat | | 6 | 900 | LieutCommander H. T. Attiay | Yangtse |
| Thistie | torpedo boat detroyer. | 355 | Ď | 6,300 | Commander Stevenson | Nagasaki |
| A 11 tell o | "Imanlan elda | 600 | . 4 | 450 | LientCommander M. P. Douglas | Port Sweitenha |
| Waterwitch | townedo host destroyer | | 6 | 5,900 | Liout,-Commander U. A. Fremantie | |
| Waiting | river gunboat | _ | 2. | 1 1 2 | LieutCommander ino, F. Kook | YEDKAC |
| I Midgeon | river gunboat | | 1 . | | LieutComdr. H. R.V. Cottrell-Dorm | gr. Yangtso |
| Woodcock | | 150 | 13 | 550 | | Yangtan |
| Woodlark | river ganbout | | . _ | | | |
| * | | 1 | | 1. | | CI . |
| | | 1 | | | | |
| 1 | | 1 ' ' | | | | () |

| NAME. | FLAG AND DESCRIPTION. | TOME. | GUMB | н. Р. | COMMANDING OFFICERS. | LAST REPORTED AT |
|-------|---|------------------------------|-------------------------------------|--|--|---|
| Alger | and class cruises river gunboat gunboat river gunboat river gunboat river gunboat river gunboat river gunboat | 4,800 630 8,200 170 | 22 6 16 10 26 6 4 | 5,100 570 8,300 900 13,500 500 280 | Commander Fournier Lieut, d'Estlenne Captalu Duplessis Lieut, de Linarès Capt. Thibault Lieut. de Maindreville Lieut. Puech Lieut. Biseuil | Canton Saigon Shanghal Nagasaki Upper Yangtse |

| | | - | Carrie | 1 | 475 | | | Reserv | 10. | | Salgon |
|--------------|-------|-----------|--|-----------|--------|----------|-------|-------------------|--------------|------------|----------------|
| lpère ··· | 998 | ••• | Gunboats. | | 500 | | · I | | | | S. Aut. C. Com |
| lon | 407 | | 2 105 | | 170 | g- 🚣 | - | | - | | · see a And |
| Monnette | 889 | •••• | Seed, Carried and | · [. | 140 | | | 191 | | . 1 | 101 |
| onclier | | *** | * pag | · { | 184 | · | | | | 4 | a toja diter |
| mpada | *** | *** | 100 | | 140 | | | 44.5 | | | 109 |
| meterra | *** | *** | 199 | , | 141 | | - | | | | Halphong |
| toc | 407 | •••• | *** | ! | 200 | | | | | | 404 |
| cquin | 900 | • • • • • | 494 | | x,830' | 8 | 1,700 | Llout. Bertrand | | | Salgon |
| chéron | *** | A[| armonred gunboat | · · ••• , | 500 | | 400 | Commander Badin | | 141 (151) | Balgon |
| onette | ,499 | ••• | Ennport | . ••• | 200 | 6 | 500 | Capt, L. Gervals | 1000 - 100 | 140 441 | Salgon . |
| mèta | *** | | gunboal | • ••• | 70 | - | 65 | Llout, Combet | | 464 · *** | Salgon |
| durgeon a. | box | *** | sub-marlus | * *** | 300 | . y | 6,800 | 1 | | | Salgon' |
| ronde | *** , | *** | The second secon | 497 | 150 | 16. | 158 | | | | Halphong |
| onri Rivière | *** | *** | river gunboat | · · · · · | 70 | | 60 | Lieut, Marrs | | | Salgon |
| YEX | | ••• | anb-marint | . *** | 1,525 | 10 | 900 | Commander Ragot | le la Toucht | line on | Salgon |
| anche | 1990 | *** | surveying ship | * *** | 300 | 7 | 6,300 | Commander De la F | loche Keran | draon | |
| ousquet | *** | *** | destroyer | i | 70 | <u>-</u> | 60 | Lleut, Monnier | . 422 100 | *** | |
| orlo dire | | 300 | sub-marine | • ••• | 300 | 7 | 7,000 | Commander Morten | ته سراه | *** *** | Hongay |
| istolet | | *** | destroyer | • ••• | 70 - | | | | | | Balgon |
| rot60 (| 490 | *** | sub-marino | • ••• | 9,330 | 37 | 6,800 | | 44 440 444 | 804 800 | Salgon |
| edoutable * | *** | 900 | battleship, reserve | * *** | 1,510 | Š | 1,600 | Lieut, Seriot | | | Balgon |
| tyx | 8994 | •••• | armoured gunboat | | 280 | 6 | 6,500 | | 19 100 100 | 100 001 | Salgon |
| AKOU · · · | 1898 | ••• | destroyer | · •••• | | <u> </u> | 3. — | Commander Mortent | 1 ' | 100 100 | Hongay |
| auban | ~ 800 | •••• | torpedo-depot | • •••• | | | - | Lieut. Bikel | | *** | Cap Salat-Jac |
| Ataran | 400 | - 004 | torpedo-depot | a 499 | - 18 | 1 | . ' . | 0 4 4 4 4 4 | | | 10.10 |

(*) Flagship of Reer-Admiral Richard-Foy. DEREMBRATING IDS SEAS) SOICEUS & INCO-CO.

SHARE QUOTATIONS.

| • | Supplied by Messrs. E. | S. KADOO | RIE & C | o. Corre | ected to noon; in | ter alterations giv | ren under "Commercial Intelligence," pag | 5. | |
|------|---|----------------------------|----------------------------|--------------------------|---|---|--|--|--|
| | STOCKS | NO. OF SHARES. | VALUE. | PAID OF | POSITION AS PE | AT WORKING ACCOUNT | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
| | BANKS. Hongkong & Shanghal Banking Corporation | 120,000 | \$125 | S125 | { | \$2,006,234 | {Final of £2 and bonus of 5/-for 1908 @ ex 1/81=±\$16,024 | 51 % | \$985, buyers London £91.10/ |
| ٠. | National Bank of China, Limited | 99,925 | L7 | 16 | { £4,000}} | \$10,223 | \$2 (London 3/6) for 1903 | ; | \$5x |
| e et | Ganton Insurance Office, Limited | 10,000 | 5250 | \$50 | \$1,560,000 \$132,757 \$412,990 | none | \$14 for 1907 | 72 % | 5195 sellers |
| | North China Insurance Company, Elmited | 10,000 | Lis | Ls | Tis. 150,000 Tis. 303,747 Tis. 118,277 | Tis. 160,512 | Interim of 7/6 for 1908 | 5 h X | Tis, 104 buyers |
| | Union Insurance Society of Canton, Limited | 12 ₁ 400 | \$250 | \$100 | \$1,000,000 \$190,000 \$190,848 | \$2,464,931 | {Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 | s# % | \$845 |
| | Yangtsin Insurance Association, Limited | 12,000 | \$100 | \$60 | \$68 1,600 } \$1,000,000 } \$254 4 75 } \$199,: 64 } | \$707,637 | \$12 and bonns \$3 for 1907 | 71.% | S225 buyers |
| | Ohina Fire Insurance Company, Limited accomme | 1 | \$100 | 5 20 | { \$1,000,000 \$438,663 \$13,002 | \$375,341 | \$6 and bonus \$2 for 1907 \$27 for 1907 | 8 . | Sito buyers |
| | Hongkong Fire Insurance Company, Limited | | \$150 \$25 | 5 50 | \$2,418,173 | \$368,711 51,035 | -\$1-for-1906 | angenden en e | Sti sellets |
| | Hongkong, Canton & Macao Steamboat Db., Ld. | 4 | \$50 \$1\$ | S50 S15 | \$264,638 \$99,067 \$150,000 | Nil. \$20,279 | 21 for year ending 30.6.1908 | 6 1 | \$36 \$32 buyers |
| , | Indo Ohlna Steam Navigation Co., Ld. (Preferred) | 60,000 | | | \$607,500 { \$79,423 { \$25,344 } \$10,000 } | | \$6/- for 1907 on Preference shares only @ } | | 573 buyers |
| | Do. do. (Deferred) Shanghal Tog and Lighter Company, Limited | 60,000 | Ls Tis. 50 | £5 Tis. 50 | Tis, 75,000 | L13,755 | Final of Tly 11 making Tls. 31 for 1958 | { 71 % | Tis. 521 buyers Tis. 53 sales |
| | " Star Tearry Com, any, Lameted | 10,000 | Sia | S10 | { /730,000 } { 03,000 } 6,000 } | £63,817 \$3,121 | Second interim of 1/- for a/c 1908 | `I . | \$26 ex div. b. \$151 ex div. b. |
| | Taku Tug and Lighter Company Limited | p | Tis, to | Tis, 50 | Fis. 98,0 ~ | Tle. 2,215 | Final of Tis, 1 making Tis, 2 for 1908 | | Tis. 45 sales |
| • | China Sugar Reinlay Company, Land | 20,000 | * | \$100 | Tis, 44, 133 } Tis, 84,000 Tis, 7,000 | 0 | | | |
| | Luxon Sugar Reining Company, Limited | 7,000 | \$100 Tls, 50 | Stod Tis, 50 | \$56,84B} | Dr. \$5,858 Dr. \$135,833 | \$5 for year ending 31.12.08 | 181 | S143 sellers S15 sellers Tis. 290 buyers |
| ٠, | MINING. | | | | T(5, 100,000 | Tls, 9,175 | | | |
| | Rainese Engineering and Mining Company, Ld | 150,000 150,000 | | 18/10 £1 | £175,000 £12,289 £4,873 | Dr. £2,191 | { Interim of 1/6 (coupon No.12) for year } ending 29.2.09 | .// | Tis. 181 buyers \$91 sellers |
| | DOCKS, WHARVES & GODOWNS. | | | | 2,41078 | | | | |
| | Fonwick (Geo.) & Co., Limited | | \$25 | 525 | \$43,9 6 \$250,000) | Dr. \$7,421 | \$1.75 for year ending 31.12.06 | | St2 |
| | Hongkong & Kowlo in Wharf and Godown Co., Ld., Hongkong and Whampon Dock Company, Ld | **. | 550 3 50 | \$50 | \$26,806 \$40,000 \$97,297 | \$30,103 \$387,078 | Final of \$1 making \$3 for 1007 | | \$59 sa. and b. |
| | Shanghal Dock and Engineering Co., Ld | 55,700 36,000 | 100 A | l'is, 100 | (Tis. 697,357) | Tls, 23.741 | Interim of Tis, 21-for-6-months ending | 6 % | Tis. 85 sales |
| | LANDS, HOTELS & BUILDINGS. | Jologe | Thi, rog | 118, 100 | Tis. 50,000 } Tis. 125,000 | Tls. 22,818 | Final of Tls. 6 making Tis. to for 1908 | 6 % | Tis. 160 buyers |
| | Angle-French Land Investment Co., Ld. Astor House Hotel Company, Limited (Shanghal) Beneral Stores, Limited | 25,000 30,000 50,111 | Tis. 100 \$25 • \$15 | Tis. 100 \$25 \$15 | Tis, \$5,000 \$30,000 | Tis. 4,134 Dr. 4,200 | 321 for year enging 30.0.07 | 1 100 | Tis. 104 buyers \$10 sales \$19 buyers |
| · | Hongkong Hotel Company, Limited | \$ 0000 } \$ 0,000 | \$50} \$50} -\$100 | \$25 } | \$548,975} \$13,912\$ \$150,000 | 524,611 52 95 | Final of \$3 making \$6 for 1908 | | S71 ex m.i. S42 new \$110 buyers |
| | Humphr ye Estate & Finance Company, Limited | 150,000 6,000 | \$10 \$50 | \$10 - \$10 | \$222,272} \$45,261} | \$25,475 \$5,486 \$278 | 60 cents for 1908 | 61 % | \$91 buyers |
| | Shan hai Land Investment Company, Limited | 78,000 | Tis, ço Sço | ris, 50 Sça | Tis. 1,(13,045) Tis. 313,000 | Tis, 142,404 | Final of Tls. 3 and bonus of Tls. 2 making } Tls. 8 for 1908 Final of \$2 making \$4 for 1908 | 61 % | Tis. 120 \$46 sales |
| • | COTTOP MILLS. Ewo Jotton Spinning and Wesving Company, Ld | 15,000 | Tis. 50 | Tis. 50 | Tis. 150,000} | \$1,968 | Tis. 5 for year ended 31.10, 1908 | a_{ij} | Tis. 120 buyers |
| | Hou kong Oction Spinning, Weaving and Dyeing Company, Limited | 125,000 | Sto | \$10 Tis. 75 | Tis, 45,939 \$ | is. 8,820 \$9,553 | 50 cents for year ending 31.7.08 | 6 % | .\$8} sales Tis: 89 sellers |
| | Lacu-kung-mow Cotton Spinning & Weaving Co., Ld. Soy Chee Cotton Spinning Company, Limited | . 8,000 | Tis. 100 Tis. 500 | Tis, zoo | Tis, 175,000 nona Tis, 31,172 | Tis, 8,372 Tis, 4,829 Tis, 15,911 | Tls. 6 for year ending 30.9.06 (8%) | | Tis. 110 sellers Tis. 400 sellers |
| | MISCELL NEOUS. Bell's Asbestos Rastern Agency, Limited | 8,604 60,000 | 12/6 \$12 | 12/6 512 | £1,500 | £648 | 1/10 per share for 1907=1.037 | 10 X | 2135 paicis |
| | China Light and Power Company, Limited | format. | \$10} \$1} \$10 | \$10} \$1 \$10 | \$40,000 none \$193,000 | Nil, \$51,138 \$2,407 | 50 cents for year ended 28.2.06 | | \$71 \$91 buyers |
| | Green Island Gement Company, Limited | 40,000 400,000 | \$7 1 \$10 | \$5 \$10 | { 000,012 000,82 | \$3,407 \$48 | \$1-30 for year ending 31 7,08 | 74 % | \$16 buyers \$8.80 sales |
| | H. Price & Company, Limited | 11,000 | \$10 | \$10 \$20 | \$185,000 | \$3,756 \$251 \$8,957 | 75 cents for 9 months ending 31.12.07 | 91 % | \$12 \$21 buyers |
| | Hongkong Ice Company, Limited | 60,000 5,000 60,000 | \$10 \$25 \$10 | \$10 \$15 \$10 | 8150.000 | 5,195 57,616 | St and bonus 20 cts. for year ending 29.2.09 Final of \$15 per share making \$19 for 1908 Final of \$1 per share making \$2 for 1908 | | Sty buyers Stys sellers \$24 |
| | Mastschappij tol Mijn-, Bosch- en Landbouwex-) ploltatie in Langkat, Limited Peak Tramways Company, Limited Peak Tramways Company (new) | ******* | Gs, 100 \$10 | Gs. 100 | \$20,000 Tis. 547,500 Tis. 63,914 | \$8,790 Tis. 346,682 | 1st Quarterly div. of Tis. 12 for account 1939 | , | Tls, 1,140 sa. |
| • • | Philippine Company, Limited | 75,000 | \$10 \$10 | Sio Sio | none Tis. 100,000 | \$2,204 Ps. 18,640 | None | | \$2 ex div. \$8 Tls. 112 b. |
| • | Shanghal-Sumatra Tobacco Company, Limited | 30,000 | Tls. 50 Tls. 20 | Tis, 50 | Tis. 100,000 Tis. 24,820 Tis. 75,000 | Tis. 6,603 | Final of Tis. 4 making Tis. 7% for 1907 Final Tis. 5 making Tis. 8 for 1908 | 61 % 41 % | Tis. 181 sellers |
| • | South China Morning Post, Limited | 16,150 6,000 20,000 | \$15 \$20 | 525 535 | Tis, 130,000 none | Dr. \$56,602 | Final of 3/-making 46/- for 1908 | | Tls. 415 buyers \$14. \$5 |
| 90.3 | Tientsin Waterworks Company, Limited | 1,000 \$0,000 | Tis, too Ste | Tis, roc | Tis, 15,205} | \$236 Tls. 201 \$172 | Tis. 61 for year ending 30.4.07 | 5 X | Tis. 94 buyers \$102 buyers |
| 4 | Watson, (A. S.) & Co., Limited | | \$10 . | \$4° | \$35,000 \$300,000 } \$35,000 | \$1,360 \$2,613 | { 80 cents on 9,900 ord shares and \$19.80 on } { Too Founders shares for yr. end. 31,5.07 } Final of 30 cents for 1908 | 61 % | \$13 bûyers \$8.70 ex div. |
| | William Powell, Limited | 15,000 - | -57 | - 57 | L Sagiogo } | 53.95 | Final of 30 cts. making 80 cts, for the } year ended 30 h June, 1936 | ••• | S4 sales |
| | #That characters and said at 1-17 offer | | | | | | | | |
| | *These shates are entitled to hall of the profits | , | N Z | * | | | | | |
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Untimations.

COMPANIA GENERAL DE TABACOS

DE FILIPINAS

CAPITAL £3,000,000



High grade cigars manufactured with the best selected leaf grown in the estates of the

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

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BARRETTO & CO.,



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Auction.

PUBLIC

TO-MORROW,

the STH JUME, 1909, at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET, AN ASSORTMENT OF

HIGH-CLASS IRISH HOUSEHOLD LINEN.

Irish Hand Embroidered Bedspreads, Hemstitched Sheets (various sizes), Double Damask Table Cloths with Serviettes to match, Single and Double White Satin Toilet Quilts, Finest Quality Turkish Bath Towels, Turkish Linen and Huchaback Towels, Ladies' Embroidered Robes, Handkerchiefs, etc., etc., etc.,

A few lots of White and Cream Lace Curtains, Carpots and Suit

The goods will be on view on Friday, a.m.

TRAMS :- Cash on delivery

GEO. P LAMMERT,

Hongkong, 4th June, 1909.

This remarkable compound, the result of the intest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, mability to perform the various duties of life, or to enloy its pleasures, resilessness that can settle to nothing, irritability to perform the various duties of life, or to enloy its pleasures, resilessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, Stc. restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, " used up," and valueless.

Never before was there snything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever came arising. No sconer is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wheresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrothious and glandular swellings, discolorations, roughness and unsightly patches. &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatics, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, soles, goltre or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough; too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to pain off inferior preparations (usually their own manufacture), for the sake of extra proof. Price in England, 26. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of Itis Majosty's Hon, Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

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Bentistry.

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From the University of Pennsylvania, U S.A. Hangkong, 16th April, 1901.

TSIN TIFG. STUDIO AT NO. 14, D'AGUILAR STREET REAHOMARLE FERM

Hongkong, soth June, 1904.

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